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MOTORSPORT NEWS

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EXCLUSIVE READERS' Q&A
RALPH FIRMAN



The Formula 1 racer who's bringing Van Diemen back answers your questions, p20

Trio of drivers separated by just a handful of points as season's finale approaches

BTCC REACHES CRUNCH TIME AS THREE GO TOE-TO-TOE AT BRANDS



Sutton holds sway at the head of the points



By Matt James

Seven points separate the top three in the fight for this year's British Touring Car Championship as the series will reach boiling point at Brands Hatch next weekend.

A win for Jake Hill (MB Motorsport BMW) at Silverstone last weekend and one for the Excelr8 Hyundai i30 N of Tom Ingram, plus a second place in the finale for Motorbase Ford man Ash Sutton means that the top three have closed up and will go into the races in Kent ready for a battle royal.

Reigning champion Sutton, who is on top of the pile with just three races remaining and is gunning for his third crown in a row, said: "I am looking forward to it. We are in a really good place with the car, we have dialled it in and chipped away at it and I couldn't be in a better place going into the final rounds."

BMW driver Colin Turkington, who went into the penultimate meeting at Silverstone last weekend on top of the points, suffered a torrid weekend and has slipped to 27 points away from the title summit.

The final meeting takes place at Brands Hatch on October 8-9.

Full report, p26-27

REPORT

PRYCE IS RIGHT FOR BRITISH RALLY TITLE

Trackrod win wraps up BRC silverware p18



REPORT

PAYNE GRABS THE BTRDA TOP HONOURS

Young Fiesta battler takes Gold Star p17



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£5.20 £6.24
£8.00 £9.60
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£5.10 £6.12
£5.20 £6.24

COMMENT

Photo: Ben Lawrence, Motorsport Images, Jakob Ebrey, mcklein-imagedatabase.com



The BTCC field will head into the season finale at Brands for a dramatic showdown

TIN-TOPS DELIVER BANG FOR BUCK

It is not unusual for a handful of drivers to go into the British Touring Car Championship in with a shot at the crown – indeed, it has been more than 10 years since the silverware was locked away before the last rounds of the season.

But this year’s will be tighter than ever: the meeting at Silverstone last weekend played into the hands of the title hopefuls, and there is now only seven points between the top three in the standings. It is going to be one heck of a showdown.

The BTCC has been through something of a watershed season in 2022 with the introduction of the hybrid era, which gives the participants some extra electrical power at the push of a button on the steering wheel. It was a first for a global tin-top championship but it hasn’t derailed the fierce competition.

While the racing might not have quite delivered the door handle-to-door handle action that some past seasons might have, the new era has delivered what title hopeful Tom Ingram says is perhaps a more “purist” contest. The only evidence of that is to look at the drivers who are at the head of the pack: each one of them has a right to the crown given their performances this term.

The path to tin-top success in the category never runs smoothly. The finale at Brands Hatch it likely to include more twists and turns yet. It will be cold, probably rainy and almost dark by the time race three takes place, but don’t let that put you off. It will be a showdown not to be missed.

In terms of title success, our congratulations must go to Osian Pryce for lifting the British Rally Championship on the Trackrod event last weekend. He has been knocking hard on the door for so long that it had to come his way soon, but he did it in style with a victory on the rally and also beating title holder Keith Cronin along the way.

Plaudits must also go to 19-year-old Elliot Payne, who scooped the BTRDA Rally Series on the same event to underline that he has a bright future. Wallace Menzies prevailed in the tense shootout for the British Hillclimb Championship spoils at Loton Park in a season where either he or Alex Summers would have deserved the crown.

The subject of our readers’ Q&A this week is Ralph Firman, a driver who made it all the way to Formula 1 before continuing his single-seater career in A1GP and then a decorated sportscar career in Japan. His exciting recent announcement that he is reviving the Van Diemen name, a firm started by his father Ralph Firman Sr some 50 years ago, is the next chapter in his journey.

Matt James
Editor, Motorsport News



MOTORSPORT NEWS

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RACING NEWS

Photos: Motorsport Images



MAMMOTH 24-RACE SCHEDULE FOR FORMULA 1 IN THE 2023 SEASON

Las Vegas and the returning races boost the line-up to record proportions

By Matt James

Formula 1 bosses have revealed a record-breaking 24-race line-up for the 2023 season in a contest that stretches from early March through to late November. A new race has been added in Las Vegas as the penultimate round of the campaign, while the Qatar and Chinese Grands

Prix both return to the schedule – although there is some uncertainty about the Shanghai race, due to take place on April 16, following concerns over the management of Covid in the country. F1 president Stefano Domenicali said the increased number of races was a reflection of the fact that grand prix racing had a larger

following around the globe. Domenicali said: “Formula 1 has unprecedented demand to host races and it is important we get the balance right for the entire sport. “We are very pleased with the strong momentum Formula 1 continues to experience and it is great news that we will be able to bring our passionate fans a mix of exciting new locations such as

Las Vegas to the championship with much loved venues across Europe, Asia and the Americas.” Despite Domenicali paying a visit to the Kyalami track in South Africa, there was insufficient time to get a deal across the line before the schedule was firmed up. However, talks are ongoing and the track, which last hosted a grand prix in 1993, could return to the roster in 2024.

CALENDAR		
Formula 1 2023		
DATE	RACE	CIRCUIT
March 5	Bahrain Grand Prix	Sakhir
March 19	Saudi Arabian Grand Prix	Jeddah
April 2	Australian Grand Prix	Melbourne
April 16	Chinese Grand Prix	Shanghai
April 30	Azerbaijan Grand Prix	Baku
May 7	Miami Grand Prix	Miami
May 21	Emilia Romagna Grand Prix	Imola
May 28	Monaco Grand Prix	Monte Carlo
June 4	Spanish Grand Prix	Barcelona
June 18	Canadian Grand Prix	Montreal
July 2	Austrian Grand Prix	Red Bull Ring
July 9	British Grand Prix	Silverstone
July 23	Hungarian Grand Prix	Hungaroring
July 30	Belgian Grand Prix	Spa
August 27	Dutch Grand Prix	Zandvoort
September 3	Italian Grand Prix	Monza
September 17	Singapore Grand Prix	Marina Bay
September 24	Japanese Grand Prix	Suzuka
October 8	Qatar Grand Prix	Losail
October 22	American Grand Prix	Austin
October 29	Mexican Grand Prix	Mexico City
November 5	Brazilian Grand Prix	Interlagos
November 18	Las Vegas Grand Prix	Las Vegas
November 26	Abu Dhabi Grand Prix	Yas Marina



LATIFI RELEASED BY WILLIAMS F1 TEAM

Canadian Nicholas Latifi will not be retained by the Williams team next season, the squad has announced. The 27-year-old, who joined the outfit at the start of 2020, scored points on two occasions during the 2021 campaign, but has yet to register a point this term. His best result was a seventh-placed finish at the Hungaroring last year. “Although we have not achieved the results we hoped we would, it’s still been a fantastic journey,” he said. “Getting those first points in Hungary was a moment I’ll never forget. I will

move onto the next chapter of my career with special memories of my time with this dedicated team.” Williams chief executive officer and team principal Jost Capito said: “He is a great team player who has a great attitude towards his colleagues and work and is well liked and respected throughout the business.” A replacement for Latifi has not been firmed up, although Mercedes protege Nyck de Vries is said to be in the frame. He deputised for the unwell Alex Albon at the Italian Grand Prix this season and finished ninth.



Herta does not have F1 deal
HERTA'S F1 SUPERLICENCE OFFICIALLY REJECTED

American Colton Herta will remain with the Andretti squad in IndyCar next season as the FIA has declared that it will not provide a special exemption for him to race. The 22-year-old had been linked to a seat with the AlphaTauri team and its parent firm Red Bull made an application to the FIA to reconsider Herta’s position, even though he only had 32 of the required 40 points needed to earn a superlicence.

Other teams were adamant that the FIA should not change its stance, and it clarified last week that Herta would not be permitted to race. An FIA spokesperson said: “The FIA confirms that an enquiry was made via the appropriate channels that led to the FIA confirming that the driver Colton Herta does not have the required number of points to be granted an FIA superlicence. “The FIA reviews its regulations and procedures, including with respect to superlicence, with the main factors being considered with respect to this topic being safety, experience and performance.”

MONACO GRAND PRIX TO RUN NEXT SEASON

The uncertainty surrounding the future of the Monaco Grand Prix has been cleared up as the street race will remain on the roster until 2025 after clinching a fresh deal. There were some dark clouds concerning the future of the race as Formula 1 bosses were at odds with the organisers over the hosting fee, the television rights, trackside sponsorship

and the infrastructure. However, the new contract was inked last week that will mean that the race remains on the line-up for the next three seasons. F1 boss Stefano Domenicali said: “I am pleased to confirm that we will be racing in Monaco until 2025 and excited to be back on the streets of this famous Principality for next year’s championship on the May 28.

“I want to thank everyone involved in this renewal and especially Prince Albert II of Monaco, Michel Boeri, President of the Automobile Club of Monaco, and all his team. We look forward to being back next season to continue our partnership together.” There were some criticisms of the circuit layout too, although no major alterations are thought to be in the pipeline.



Monaco has a three-year deal



Tsunoda has a fresh race contract

TSUNODA STAYS PUT AT ALPHATAURI FOR 2023

The AlphaTauri team has put another part of the driver jigsaw together as it has announced that it is retaining Japanese driver Yuki Tsunoda for a third season in Formula 1. The 22-year-old joined the Red Bull-owned team at the start of last season and was a points-scorer on his maiden outing in Bahrain. He went on to finish 14th in the championship. He has scored

on three occasions in 2022 and is currently 16th in the rankings. The Japanese racer said: “I want to say a huge thank you to Red Bull, Honda and Scuderia AlphaTauri for continuing to give me the opportunity to drive in F1. “Having moved to Italy last year, to be closer to the factory, I really feel part of the team and am glad that I get to carry on racing with them in 2023.

“Of course, our 2022 season isn’t over yet and we’re still pushing hard in the midfield battle, so I’m fully focused on finishing it on a high and then we will look forward to next year.” Team-mate Pierre Gasly’s future is still subject to question as the French driver is being chased by the Alpine team to replace Fernando Alonso. This could leave a vacant seat alongside Tsunoda.

RACING NEWS



Barrichello: GT winner

BARRICHELO TAKES WIN ON FERRARI RETURN

Former Formula 1 driver Rubens Barrichello says he is keen to tackle more long-distance races after teaming up with Giancarlo Fisichella to take a win in the Italian GT Championship recently.

The 50-year-old, a former Ferrari driver, was drafted into the Scuderia Baldini team at Vallelunga 10 days at the wheel of a Ferrari 488 GT3 Evo. The crew took the win in dominant style with Barrichello handling the final stint in the car.

The Brazilian has remained active in the sport since leaving the grand prix paddock and has raced in his homeland as well as in three outings in the 24 Hours of Daytona.

Barrichello said: "It was just an amazing feeling to be back driving a Ferrari and to be alongside my great friend Giancarlo Fisichella.

"I have been racing stock cars in Brazil, some endurance with Porsches but I have a big plan to race with my kids in 24-hour races in the future. So, who knows, I hope that can be in a Ferrari as well. We are talking about this."



Lamborghini is preparing

LAMBO CONFIRMS LMDh V8 POWERPLANT

Lamborghini has confirmed that its new-for-2024 LMDh Hypercar will be fitted with a new bespoke V8 twin turbocharged engine.

The Italian concern announced last week that Squadra Corse would build the powerplant for the machine that is due to contest both the IMSA SportsCar Championship and the World Endurance Championship. The motor and the energy recovery systems will give the car a combined output of 681bhp. The engine will be an eight-cylinder unit with a 90-degree V-angle.

The chassis will be built by Ligier Automotive and Williams Advanced Engineering will supply the energy storage facility within the car.

A statement said: "With Automobili Lamborghini embarking on a future of hybridisation in its road car production, the LMDh represents a specific energy-performance project based on the experiences of the upcoming generations of its sports cars."

BRITISH TOURING CAR STAR PLATO MIGHT RACE ON INTO 2023

Two-time title winner considering his options for another tin-top campaign

Photos: Jakob Ebrey, Cadillac, BMW Presse, Lamborghini



Two-time champ Jason Plato has been a podium finisher this term

By Matt James

Jason Plato says he is tempted to change his decision to retire at the end of the British Touring Car Championship season.

The 97-time race winner said at the start of 2022 that this term would be a farewell tour with BTC Racing in a Honda Civic Type R before he stepped away from the BTCC. However, he is now reviewing this decision and could remain on the grid into next year.

The 54-year-old finished on the podium at Snetterton in August and says that results like that have fired him up to continue.

"I know what sort of job I am doing in the car and I don't really want to hang up my boots because I know I have more to give," he said. "I still know I can do the job. I know with a more competitive car in a straight line I can be winning races, and that is what gets me out of bed in the morning.

"I still feel good when I get out of the car. I feel strong. The hottest meeting of the year was at Snetterton and I did a great job there [by finishing second]."



Plato is looking ahead to 2023

Plato added that he had also taken into account the reaction of the fans who he has met following his announcement at the start of this season.

"I have been genuinely touched by the response I have had from the public and the 1000s of messages I have had asking me not to stop," said Plato. "I also genuinely love the team I am with, BTC Racing. They are seriously a great bunch of people and I rate them enormously. They have given me a brilliant car this year.

"I honestly don't know what the future holds, but if I could make it all work again, then I am probably inclined at the moment to give it another go."

SIMS SIGNS UP TO DRIVE CADILLAC HYPERCAR

Briton Alexander Sims has joined Cadillac and will race its new hypercar in next season's IMSA SportsCar Championship.

The former Formula E driver, who races with Cadillac's sister firm Chevrolet in GTs, has been confirmed alongside Pipo Derani in the V-LMDh prototype.

Sims said: "I'm excited to be racing back in IMSA full time and to be driving the Cadillac V-LMDh – it's an impressive piece of kit.

"I had a good couple of years with Corvette doing some GT racing, which brought me

back to the IMSA paddock.

"It's racing that I absolutely adore: the format, the competitiveness, the tracks that we go to are brilliant.

"To be stepping across within the GM family to Cadillac in the top tier of racing with Action Express, which is a championship-winning team, is exciting for me."

Renger van der Zande and Sebastien Bourdais will also be part of the driving strength in the USA. It is thought that Alex Lynn and Earl Bamber will represent the firm in the World Endurance Championship.



Sims will get his hands on the new Cadillac LMDh hypercar



The wraps have come off the new BMW Hybrid challenger

BMW FIRMS UP HYBRID V8 LINE-UP AND PAINT JOB

British driver Nick Yelloly has been confirmed among the driving strength for the new BMW M Hybrid machines that will tackle the IMSA SportsCar Championship, and the car's dramatic livery has been revealed.

Yelloly has been driving for BMW for several seasons in long-distance events. He will be joined in the roster by Connor De Phillippi, Philipp Eng and Augusto Farfus. Colton Herta will also be part of the programme for the longer races. Yelloly and De Phillippi will share one car, with Eng and Farfus in the other.

Already confirmed in the line-up is Rene Rast, Sheldon van der Linde and Marco Wittmann.

The head of BMW M Motorsport Andreas Roos explained: "Being back in the top class of motorsport and battling for overall victories at such legendary races as Daytona, Sebring and Road Atlanta in 2023 is both a major challenge and huge motivation for everyone at BMW M Motorsport. We have worked very hard in recent months to get the BMW M Hybrid V8 ready for racing in a short time."

RACING NEWS

BRITISH GT ROUNDS
SHIFT AFTER GP SWITCH

The dates of three rounds of British GT’s calendar for 2023 have been changed following the knock-on impact of Formula 1’s recently published schedule for next year.

F1’s calendar includes the Belgian Grand Prix at Spa set for a month earlier than usual, on July 29-30, which is the same weekend that the GT3 flagship Spa 24 Hours was due to take place. The Spa endurance race, which is also a GT World Challenge Europe round, has therefore also been moved forward to July 1-2.

This has had a considerable knock-on impact on the GT calendar and British GT and GTWCE organiser SRO has had to move in total 14 of its European dates for next year. Some British GT teams and drivers also compete in GTWCE so races in the two contests cannot clash.

The revised British GT calendar has all the same venues and races in the same order as on the initial calendar that was published in July. However the Snetterton meeting has moved one week earlier to June 17-18 while the Algarve International Circuit round is now one week later on July 22-23. The Donington Park season finale is also one week later, on October 21-22.

CALENDAR

Revised British GT 2023

DATE	VENUE
April 8 and 10	Oulton Park (2 x 1-hour)
May 6-7	Silverstone 500 (1 x 3-hour)
May 27-28	Donington Park (1 x 2-hour)
June 17-18	Snetterton (2 x 1-hour)
July 22-23	Algarve (1 x 3-hour)
Sept 9-10	Brands Hatch (1 x 2-hour)
Oct 21-22	Donington Park (1 x 2-hour)

BRITCAR COMBINES
2023 CALENDARS

Britcar has unveiled its provisional calendars for 2023 in which its British Endurance Championship and Britcar Trophy will race on the same weekends throughout the season.

Both BEC and Britcar Trophy had a number of standalone meetings on their schedules this year, but in 2023 all six of their meetings will share the same weekend with BEC racing on the Saturday and the Trophy later in the weekend.

Britcar for its endurance contest from this year got Motorsport UK-sanctioned national championship status to run as the British Endurance Championship. It runs alongside the Britcar Trophy that is mainly made up of 50-minute race double-header meetings. In 2023 the Trophy however gets a two-hour race on Silverstone’s Grand Prix circuit in June.

CALENDAR

Britcar provisional 2023

DATES	VENUE (BEC RACE LENGTH IN BRACKETS)
March 25/26	Silverstone GP (3 Hours)
April 22/23	Silverstone International (2 Hours)
May 27/29	Oulton Park (3 Hours)
June 24/25	Silverstone GP (2 Hours; also 2 Hours in Trophy)
Sept 16/17	Snetterton 300 (2 Hours)
Oct 14/15	Donington Park GP (2 Hours)

BTCC SUPPORT INTEREST
HIGH AFTER GINETTA MOVE

All Ginetta contests will leave the BTCC package to join the British GT bill from next year as a shake-up also takes place

By Graham Keilloh

British Touring Car Championship chief executive Alan Gow has told Motorsport News that there has been strong interest in replacing the departed Ginetta championships on TOCA’s support bill.

Ginetta bosses confirmed last week they had struck a three-year deal to run its categories with British GT from

2023, signalling the end of Ginetta’s long-term relationship with the BTCC organiser TOCA. A shake-up of Ginetta’s categories for 2023 was also outlined, reducing its contests from four to three.

Ginetta Junior will move to the British GT bill, joining the popular Ginetta GT Academy. The GT4 Supercup is scrapped while there will be a new Ginetta GT championship with a new car and consisting of two main classes,

GT Pro and GT5. Ginetta will also commit some British GT4 entries.

Ginetta has been a major part of BTCC’s support bill for a decade and a half, with Ginetta Junior joining in 2008 and GT4 Supercup’s G50 Cup predecessor joining the following year.

Other regular guest series on the TOCA package include Porsche Carrera Cup GB, Porsche Cayman Sprint Challenge GB, British Formula 4 and Mini Challenge.

Gow told MN: “We have had a great relationship with Ginetta and we wish them all the best in the future. We will look at replacement series, and there has been lots of positive interest expressed so far.

“Even since this announcement was made, I have had series organisers in touch with me. I will look at the options and we will make an announcement about the make-up of the package in due course.”

KART STAR MOVES CLOSER TO £25K PRIZE

A rising star has moved closer to a fully funded kart season worth £25,000 with the latest stage of a new karting scholarship from TeamKarting, X-Kart and Team Hard.

TeamKarting and X-Kart owner Matty Street teamed with Team Hard to offer the scholarship to applicants aged 12-15. The eventual winner receives a 2023 Junior Kart Championship season – including tyres, fuel and driver support – a prize worth £25,000.

Applicants in the first stage clocked laps at TeamKarting indoor circuit, and the fastest 30 progressed to stage two at Whilton Mill on Monday this week (September 26). There they were judged on factors including lap times, control and racecraft; there was also team-building activities, media training, fitness assessments and sponsorship workshops.

The three most promising entrants will receive prizes including a tour of Team Hard’s BTCC workshop

Aspiring karters had latest scholarship selection step



and interviews with management. The eventual winner gets the fully funded season.

Street said: “Running our talent-finding programme has been

fantastic, and a brilliant way to meet some of the brightest new track stars in our country.

“The finance isn’t the most important part of our scholarship,

the combined knowledge and experience of X-Kart and Team Hard means that the lucky winner will receive the best possible support.”

COMBE SEEKS GT GRID TURNAROUND

Photo: EDPi



Combe club is looking for solutions to boost GT interest

Castle Combe Racing Club is exploring ways to reverse the recent downturn in its GT championship’s grid numbers and has formed a Facebook group to exchange ideas.

Just five cars entered the single-venue contest’s May bank holiday meeting this year, though the turnout increased to 13 for its late-August round. Club bosses note natural entry number cycles plus competition from high-quality UK series and championships for GT cars.

CCRC bosses are therefore investigating ways to boost interest for 2023, and to help this and assist exchange of information and ideas

between current and potential competitors and the club, a CCRC GT Facebook group has been formed.

It is facilitated by competitor Charlie Bird and CCRC race coordinator Cat Dall’Occo, and provides a sounding board for technical, calendar, race-format and regulations ideas.

The Castle Combe GT championship caters for a wide variety of GT cars and saloons. It was first held in 1982 yet its history stretches back even further as it metamorphosed from what was originally a Special Saloon series in the 1970s that moved towards Sports and GT cars.

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MOTUL

RACING NEWS

BRITISH F4 HAS BIGGEST GRID SINCE 2016

Junior single-seater championship hit the 20 mark at Silverstone last weekend

Photos: Motorsport UK, Jakob Ebrey, Ferrari



British F4 packed the Silverstone grid



Barashi at Argenti was among additions

By Graham Keilloh

British Formula 4 has achieved its largest grid in six years with 20 cars competing at its Silverstone meeting last weekend.

The most recent previous time British F4 got 20 entries was in its May 2016 Thruxton round, and it last topped last weekend’s entry in August 2015 at Snetterton when 22 raced. Organiser Motorsport UK’s chief executive officer Hugh Chambers predicted to Motorsport News during the summer that British

F4 would have 20-strong grids before the year’s end.

The grid number was hit with 17-year-old Isaac Barashi being added to Argenti’s line-up for the remaining rounds of 2022. Barashi has tested extensively throughout the year with the Argenti team and last weekend made his race debut in a four-car Argenti line-up alongside Mercedes junior Daniel Guinhard, Aiden Neate and Adam Fitzgerald.

Barashi said: “I’ve had a really productive year so far, bedding in with the team and getting used to the challenges of a Formula 4 car.

“The ambition is to race full-time in the championship in the future, so with the winter months ahead, these races at Silverstone and Brands Hatch will put us in a good position to keep working during the off-season.”

As reported in last week’s MN (*see MN, September 22*) the Fortec team returned to the championship last weekend with a two-car line-up, plus Jaden Pariat made his category debut with Chris Dittmann Racing. The championship had a grid of 15 at the start of this season and this had grown to 17 entries at the Thruxton round that preceded Silverstone.



Bennett looks to improve in GB4

BENNETT JOINS FORTEC FOR GB4 FINALE

Fortec Motorsport will expand to a three-car GB4 line-up for the championship’s Donington Park season finale with the addition of 17-year-old Thai-American Carl Bennett.

At the October 15-16 meeting, Bennett for his first taste of racing in Europe will link up at Fortec with points leader Nikolas Taylor and podium finisher Jessica Edgar. As well as looking to clinch the drivers’ championship with Taylor, Fortec also has a 20-point gap to Hillspeed to overturn at the top of the teams’ championship.

Bennett is currently in his first year of single-seater racing. It started with a campaign in the YA Cademy Winter Series then progressed to a full-season programme in the Formula 4 United States championship, where he has taken seven top-10 finishes.

Bennett said: “GB4 is known for its fast European racers and this is another experience for my self improvement. I will do my best to keep up with them and race smart.”

BRITISH F4 ESPORTS CHAMPIONSHIP LAUNCHED

The first-ever British Formula 4 Esports Championship has been launched by organiser Motorsport UK and will kick off this October starting a 12-round series to decide the inaugural champion.

Teams of two will battle for a share of a £6000 cash prize pot via racing on iRacing’s platform in a virtual Formula iR-04 that is based on the real-world car used in British F4. Further prizes will be unveiled in due course.

The 12 rounds will be held across six Friday race nights, starting on October 14, on virtual versions of circuits used on the existing British F4 calendar such as Brands Hatch GP, Silverstone and Knockhill. The first five events will be broadcast live on RaceSpot TV,

with the December 2 finale streamed live on iRacing’s YouTube channel.

The winning driver will also attend Motorsport UK’s annual Night of Champions awards ceremony at the Royal Automobile Club alongside the real-world UK champions.

Motorsport UK chief executive officer Hugh Chambers said: “Motorsport UK has an exciting vision and strategy set out for the future of esports and this is a positive step on that journey. We’re looking forward to expanding our presence, engaging with the community and bringing them exciting opportunities like the ROKiT British F4 Esports Championship.”

All enquiries about the contest should go to Motorsport UK’s esports manager Paul Crawford on esports@motorsportuk.org.



British F4 is getting a virtual equivalent



British F4’s Irish young gun Dunne is being looked at by Ferrari

DUNNE GETS FERRARI SHOT

British Formula 4 championship leader Alex Dunne last week joined the latest Ferrari Driver Academy scouting camp with a chance of entering the prestigious Formula 1 marque’s young driver programme.

The 16-year-old Dubliner stands on the verge of clinching British F4’s 2022 title with next month’s final round remaining, and also sits third in this year’s Italian F4 standings.

Four selected youngsters, including Dunne, gathered at Ferrari’s Maranello headquarters and Fiorano test track for four days of physical and mental tests, with two days on track in Iron Lynx-provided F4 cars. The aim

of the camps is to evaluate youngsters for joining the FDA. If selected the next selection stage is a scouting world finals at the end of the year.

Dunne said: “It’s a great honour and a privilege to be selected. It’s been a strong season for me on track, leading the British F4 championship and running up at the front in Italy. I’ve learned a lot, and gained some really valuable experience, which I’m sure will put me in a good place for the assessments.

“It’s very competitive, but I’m confident in my abilities and, as always, will just try to do my best and see where the opportunity leads.”

BRAZIL FESTIVAL FINALISTS COMPLETE

Single-seater racer Lelio Assumpcao has been selected as the sixth and final finalist for the inaugural Team Brazil Scholarship contest competing for a place in next month’s Formula Ford Festival.

The scholarship’s panel – which includes Formula 1

star and Festival winner Roberto Moreno – will within the next two weeks pick one finalist to race in the famous Brands Hatch event on October 22-23.

Assumpcao, 25, is a champion in Mato Grosso do Sul and an ECPA runner-up in Formula Vee. He is also

Paulista vice champion and London Cup champion in F1600, and this year has taken five second places in the F1600.

He also has tested a variety of cars including Formula Academy, StockCar Light, GT SprintRace and Formula Delta.



Assumpcao seeking Festival chance

RALLY NEWS



The Frenchman will reprise his role at Toyota

Photos: Toyota Gazoo Racing, mcklein-imagedatabase.com



Ogier: fuller 2023 campaign

OGIER SET FOR MORE WORLD RALLYING ACTION IN 2023

Toyota car-sharing arrangement with Lappi is working well for both drivers

By Graham Lister

Esapekka Lappi's willingness to compete on a part-time basis could help to ensure that Sebastien Ogier commits to another partial World Rally Championship season in 2023.

The eight-time champion has been car-sharing a Toyota GR Yaris Rally1 with the Finn this year during what was intended as a farewell to the WRC as he prepared for a permanent move to the World Endurance Championship.

But with his WEC ambitions no more, Ogier has been linked to a seven-round WRC campaign with the factory Toyota team next season with Lappi also contesting seven rounds of what is expected to be a 14-event schedule.

"As a driver, you would like to get a chance to fight for the big prize," said Lappi. "Then, on the other hand, the most important thing of your life is your family and the partial season is a very good balance. With professional life in rallying and then family life, I am ready for both

to be fair. I acknowledge that I have no chance to beat Kalle [Rovanpera] at the moment or anything like this but to keep that in mind, this partial programme is actually pretty good."

Ogier's immediate focus, however, is this week's Rally New Zealand, the first of three consecutive events he'll contest and his first outing since June's Safari Rally.

"It's exciting to be getting back for these three events to end the season," said the 38-year-old. "Rally New Zealand is one of the

rallies I really wanted to do this year. I was there once before in 2010 and I have mostly good memories; it was a very close fight until the final corners when a spin handed the win to Jari-Matti [Latvala]. It was hard to take but thankfully I could score my first WRC win a few weeks later.

"The rally itself is beautiful with some of the best roads in the world. After this break it won't be easy to get back in the rhythm right away, but I will try to compete for the victory and help the team to the best possible result."

EVANS TURNS TO THE TOP FOR NEW ZEALAND ADVICE

Elfyn Evans will turn to his Toyota team boss Jari-Matti Latvala and outgoing World champion team-mate Sebastien Ogier for advice when he makes his Rally New Zealand debut today (Thursday).

Latvala contested the last Rally New Zealand to count for WRC points in 2012, the year Evans claimed the WRC Academy title, while Ogier made his only appearance on the Auckland-based event in 2010.

Evans said: "It's never easy to prepare

for a new event like this, particularly because we're not able to test outside Europe, but within the team we do at least have some previous experience from New Zealand, not least from Jari-Matti and Seb. We've also been having a look through the archives for old videos of the stages just to get an idea of what we're likely to face."

Evans can also count on co-driver Scott Martin's Rally New Zealand experience, which amounts to two starts.



Evans (r) taps into Latvala's knowledge



Rovanpera can enter the history books

RACER VAN GISBERGEN TO EMULATE MOTO GP GREAT ROSSI

Shane van Gisbergen will follow MotoGP legend Valentino Rossi's lead by switching codes to make his Rally New Zealand debut, his home round of the World championship.

The double Australian Supercars champion has signed up for the WRC2 category for what will be his first international rally and his fifth in total.

Australia-based Race Torque will prepare his Skoda Fabia R5, while Glen Watson, an Australian champion, will co-drive.

"I've been around [rallying] a long time and going to all the rallies when I was young watching Rally New Zealand," said 33-year-old van Gisbergen, who regularly spectated on rallies with his father. "It has always been a dream to do it but I've never really had the chance."

"I need to get used to pacenotes, how to read the New Zealand roads and just get better. Pacenotes are where most of the speed is for me."

"I do not have any expectations for results. For me just

competing in the event is going to be epic, to see the stages packed with fans, and having the service park on the Auckland waterfront, it is just going to be an awesome event. I just want to do a good job and keep it straight, be there at the end and be part of this incredible event. For me it's cool that I will be on the other side of the fence."

Italian Rossi drove a 2005-specification Prodrive-run Subaru Impreza S11 WRC to 11th overall on Rally New Zealand in 2006.



Van Gisbergen will swap to an R5 Skoda

EIGHT POINTS WILL END ROVANPERA'S WAIT

Kalle Rovanpera starts Rally New Zealand on the brink of becoming the youngest World champion in history.

Rovanpera needs eight points from round 11 of the season to take the title and will be aged 22 and one day old when the event finishes on Sunday afternoon.

Should the Toyota driver prevail, then he will comfortably beat Colin McRae's existing record as the youngest winner, which the legendary Scot set on the RAC Rally back in 1995 at the age of 27 years, three months and 17 days old.

However, Rovanpera starts in Auckland on the back of crashing but

continuing in Belgium and Greece, meaning securing the title this weekend is by no means a foregone conclusion.

"It will be really interesting to go to Rally New Zealand," the Finn said. "Recent rallies have not been ideal for us, but we know what we need to improve and we are working hard to have more pace and be more comfortable. Again we will be opening the road in New Zealand but hopefully we can have good speed, enjoy the event and finish with a good result."

Eight points is essentially equal to a sixth-place finish in the World championship.



Breen will be M-Sport's man

M-SPORT DOWN TO TWO AS FOURMAUX DROPPED FROM NZ LINE-UP

M-Sport will have only two full-time drivers to call upon when New Zealand hosts round 11 of the World Rally Championship from today (Thursday).

The British squad pulled its entry for Adrien Fourmaux last week, leaving Craig Breen and Gus Greensmith as its only Manufacturer championship

representatives in the Southern Hemisphere. Italian Lorenzo Bertelli will compete in a third M-Sport-run Ford Puma Rally1, albeit on a privateer basis.

A statement from the Cumbria-based outfit read: "After reassessing Adrien Fourmaux's targets for 2022, M-Sport has withdrawn Adrien's entry for Rally

New Zealand. M-Sport remains fully committed to Adrien and this decision has been made in conjunction with him and our partners. M-Sport can confirm Adrien will return to action with the team on Rally Spain in a Puma Rally1."

Frenchman Fourmaux's absence from the New Zealand start list marks

his second consecutive non-start after M-Sport pulled his Acropolis Rally entry due to car availability issues following Fourmaux's car-wrecking crash on the penultimate stage. Although Fourmaux travelled to Greece to complete the recce, he wasn't given the same opportunity for New Zealand.

RALLY NEWS

Photos: Kevin Money, Jakob Ebrey, Martin Walsh

JUNIOR BRC CHAMPION KELLY TO STEP UP TO BRC

Title winner ready to make the leap into the top flight

By Luke Barry

Newly crowned Junior British Rally champion Eamonn Kelly wants to step up to the main class next season, driving a Volkswagen Polo GTI R5.

Kelly has done three events in what was originally his father Donagh's car, peaking with a third on the Circuit of Munster.

But the 23-year-old will make the switch permanently in 2023, picking the BRC as his preferred battleground.

Kelly told MN: "The next step is four-wheel drive. I've been out in the Polo this year for that reason so it will be a matter of stepping into that car next year. We are looking at options, primarily a British Rally Championship campaign mainly

because it's a really good multi-surface championship but mainly the top-end pace is just really, really hot.

"The likes of Osian Pryce, Keith Cronin, Ruairi Bell, James Williams – all those guys are really, really quick and it's such tight racing, so in order to go and challenge ourselves and improve our speed in an R5 car that's the kind of guys you want to be

benchmarking yourself against."

Kelly's season plan is yet to be confirmed but it's likely to also include a handful of Irish events, including Donegal, while he could potentially squeeze in some European rallies too. He is guaranteed at least one as a prize for winning this year's JBRC, competing for Hyundai Customer Racing in a WRC2 event.



Kelly is aiming for a four-wheel-drive rallying career



Ulster provided a dramatic end in 2021

CAMBRIAN RALLY AIMING TO REKINDLE 2021 ULSTER BATTLE

Cambrian Rally clerk of the course Alyn Edwards wants to mimic last year's British Rally Championship showdown on the Ulster Rally with next month's event.

Last year, Alyn's son Matt and Osian Pryce squared off for the title that eventually went Matt's way. A 7.75-mile asphalt stage, run twice on Friday evening (October 28) before eight gravel stages on Saturday, has been added to try and recapture that spirit.

Asked why the asphalt test had been added, Edwards told MN: "Because it's the Cambrian: we never like to give competitors the same thing twice. It's the final round of the BTRDA, it's the final round of the British championship and we want to make a replica of what happened on the Ulster. We want to make it something special.

"You've got 15 miles of asphalt in the dark, you've got 45 miles of demanding,

North Wales forest stages and it is going to be demanding as they're doing nearly 20 miles of road section between all three: Clocaenog, Brenig and Alwen. Then there's a short road section to Penmachno to finish off the loop.

Edwards likened the closed-road stage near the village of Nebo to the Nant-y-Moch test on Rali Ceredigion with some urban and moorland sections. "It's a challenge," he said.

DUCKWORTH TAKES IMPREZA WRC OUT OF COMPETITION

Former national rallying pacesetter Roger Duckworth has now switched to a Ford Fiesta R5 for competition instead of his ex-Juha Kankkunen Subaru Impreza WRC.

Duckworth has rallied 'W23 SRT' extensively since buying the Impreza from Prodrive in 2004 but has effectively retired the car after its last major outing on Wales Rally GB National in 2019.

Duckworth said: "The Subaru is very original and is too special to rally competitively now." The car has now been returned to 2000 Kankkunen works colours. It was later used by Andrew Nesbitt in Ireland and Duckworth then rallied it for 15 years.

"I've got an R5 Fiesta now as well, which we took to Barbados in June and we'll do some more events in it. We're just trying to decide what to do with it next."

CIRCUIT RALLY CHAMPIONSHIP IS GO

More details about the newly created Circuit Rally Championship have been announced with a calendar that includes a return to Mallory Park.

In place of the former Circuit Rally Championship, which was recently announced as being rested, the new championship is being managed jointly by the organising clubs behind the nine rallies. Dukeries Motor Club will hold the

Motorsport UK permit on behalf of the group.

The 2022-2023 championship will take in nine rounds between early November and mid-April, starting at Oulton Park on Saturday November 5 with the Neil Howard Stages which has already attracted 100 entries.

The planned Dukeries Rally at Donington Park in early December cannot go ahead due to resurfacing work, so the event as been

moved to Mallory Park on January 8. It is around six years since the last such event was held at the Leicestershire track.

In a statement, the championship organisers said: "It's our collective hope that competitors returning to our rallies and new entrants will embrace the championship, with modest championship entry fees, to bring structure and multi-event competition to their season."



Circuit series will bring rallying back to Mallory Park



Purcell will tackle the Manx lanes on a rare visit to IOM

PURCELL USES WEXFORD WIN AS IOM PLATFORM

Fresh from victory on the Wexford Rally, Irishman Andrew Purcell will make his Isle of Man debut on this weekend's Chris Kelly Memorial Rally.

Purcell will field his Skoda Fabia R5 on the Isle of Man in a rare foray outside Ireland and will go up against the leading UK Asphalt Championship contenders. Purcell says that winning in

Wexford was unfinished business after he crashed out of the lead of the event in 2019

Purcell said: "I have ticked that box now," after he and co-driver Andy Hayes took their right-hand-drive Skoda Fabia R5 to a 30-second victory on the recent rally. On the dry first day, Purcell could not match local hero James Stafford (Darrian T90 GTR) but

took advantage of a soaking second day to move ahead. "I hadn't done a wet rally in fifteen years," he said.

However, a scintillating run through two wet stages allowed Purcell to reel Stafford in and move ahead. "After that it was a case of keeping it on the road," he said. "The mistake I made in 2019 was a thorn in my side ever since. It is my first major tarmac event win."

RALLY NEWS

TWYFORD WOOD RETURNS TO RALLY CALENDAR

Mid-Derbyshire Motor Club has announced a new date of October 22 for its Twyford Wood Stages Rally, which was postponed from July.

The new date for the popular Lincolnshire event was needed after the club could not guarantee filling senior officials' roles. Clerk of the course, Lee Burgess said: "We were heavily involved with helping to run the Yorkshire Motorsport Festival in June."

The rally has not run since 2019 and will feature eight stages, with one regularly used section in the woods missed out after recent logging. For the first time ever, the rally will run on Saturday because the landowner The Forestry Commission would not allow a Sunday event due to families using the venue during the school half-term.

ISLE OF MAN DECIDER FOR ASPHALT RALLY TITLE

Chris Kelly Memorial Rally to determine the 2022 champion

By Paul Lawrence

The Asphalt Rally Championship will be decided on the Isle of Man this weekend in a showdown between at least three drivers.

The Chris Kelly Memorial Rally on the islands closed roads will be the sixth and final round of this year's championship following the cancellation of the Three Shires Stages. Although there was a possibility of a new date for the Three Shires after it was postponed due to the Queen's death, the organisers have now confirmed that it will not run in 2022.

As a result, the Asphalt Championship will be decided on the best four scores from six events and Steve Wood (Ford Fiesta WRC), John Stone (VW Polo R5) and Mark Kelly (Skoda Fabia R5) are all in contention.

However, should BRC contenders James Williams or Ruairi Bell place a late entry for the Chris Kelly event, they could



Steve Wood is in the prime spot

also take the overall title. A top-two result for either Williams or Bell would be enough, but at the time of writing neither is entered for the round.

Mark Kelly can only win the title if he is the top scorer in the showdown and Wood finishes

third or lower. Mark Kelly could then take the title on a tie-break. Stone also needs to be top scorer to overhaul Wood. So it is Aberystwyth-based Wood who goes into the final round in the best position.

Championship manager Paul

Morris said: "The Chris Kelly Rally will be the final decider. I'm disappointed that my local rally, the Three Shires, is not running but I recognise the level of the work involved and the difficulty of rearranging the date for a closed-road event."

Photos: Jakob Ebrey, rallygallery.com

SCOTTISH YOUNGSTER HAS HIS EYE ON BELGIUM

Fraser Anderson is targeting more rallies in Belgium this season and beyond after a strong debut performance on the Tour of Flanders.

The 19-year-old had intended to compete in the Junior British Rally Championship this season, but issues with parts curtailed his season after round one. A switch to EDSL Sport has since paid dividends and Anderson returned to rallying for the first time in four months in Belgium, mixing it with the local experts.

Anderson told Motorsport News: "Towards the end I was quite happy with my pace, we were getting closer and closer. I was very surprised by how quick we actually were." Asked about what's next, Anderson added: "The plan would be to do Condroz and Spa if we can get the budget for that, because Belgium was very good."



Anderson: Belgium fan

CHEVIOT STAGES: WHICKHAM DMC & HADRIAN MC BY PAUL LAWRENCE SEPTEMBER 25

PERFECT WEEKEND FOR ROSKELL ON THE CHEVIOT STAGES CHALLENGE

Neil Roskell and Andrew Roughead completed a perfect weekend by winning the Cheviot Stages Rally on Sunday over the daunting Otterburn Ranges.

Immediately before the event the organiser pulled off a minor miracle to salvage all but five miles of the planned route after permission to use certain roads was withdrawn in the week before the rally.

Fresh from victory in Scotland on

Saturday, Roskell and Roughead enjoyed a day long contest with the fellow Ford Fiesta R5 crew of Gordon Morrison and Hannah McKillop and it was nip and tuck all day with the gap never bigger than 10 seconds.

Ultimately, Roskell edged it by just six seconds despite a stage-two puncture and a big moment on the grass on stage nine.

Morrison was happy enough with a productive test ahead of Mull and finished nearly a minute clear of Daniel Harper and

Chris Campbell in their Mini WRC.

Jonathan Mounsey and Richard Wardle ran forth in their Fiesta Rall2 with Wardle one of several co-drivers out fresh from competing on the previous day's Trackrod Rally.

Greg McKnight and Harry Marchbank topped the two-wheel-drive field in their Ford Escort Mk2, while notable class winners included Otterburn ace Barry Lindsey with Caroline Lodge on the notes in his Peugeot 106 GTI.

Results

Organiser: Whickham and District Motor Club and Hadrian Motor Sports Club **When:** September 25 **Where:** Otterburn **Championship:** North of England Tarmac, Northern Historic, HRCR Mini Cup **Starters:** 51 **Stages:** 11. 1 Neil Roskell/Andrew Roughead (Ford Fiesta R5) 37m41s; 2 Gordon Morrison/Hannah McKillop (Ford Fiesta R5) +6s; 3 Daniel Harper/Chris Campbell (MINI WRC); 4 Jonathan Mounsey/Richard Wardle (Ford Fiesta Rally2); 5 Richard Slinger/Stuart Walker (Mitsubishi Lancer E6); 6 Greg McKnight/Harry Marchbank (Ford Escort Mk2); 7 Michael Glendinning/Emily Easton-Page (Subaru Impreza); 8 George Mackey/Mark Mason (Subaru Impreza); 9 Mark Borthwick/Harrison Malin (Ford Escort Mk2); 10 Ricky Wheeler/Tony Walker (Ford Escort Mk2). **Class winners:** Roskell/Roughead; Slinger/Walker; McKnight/Marchbank; Wheeler/Walker; Barry Lindsey/Caroline Lodge (Peugeot 106GTi); Nicky Cowperthwaite/Helen Hall (Opel Corsa); Clive King/Anton Bird (Austin Mini Cooper S).



Fiesta man Roskell prevailed

Photos: Chicane Media

MEMORIAL GARDENS STAGES: CONDOR MOTOR SPORTS CLUB BY ALASDAIR BECK SEPTEMBER 24

ROSKELL HAS A CONDOR MOMENT ON THE MEMORIAL GARDEN STAGES

Neil Roskell and Andrew Roughead took victory at Condor by 51 seconds at the end of six-stages at the Scottish asphalt venue.

Roskell very happy to be able to load his Ford Fiesta R5 onto the trailer in one piece, ready for the Cheviot Stages on Otterburn the following day.

Johnathan Mounsey and Charley Sayer-Payne dropped 43s on the opening

loop with a wrong car set-up on their Ford Fiesta Rally2. Once this was sorted at first service, they spent the rest of the day swapping times with Roskell to take second in another car bound for the Cheviot Stages.

Archie Swinscoe and Jane Nicol took both third and the top two-wheel drive honours in their Vauxhall Adam after a day-long battle with Des Campbell and

Craig Forsyth in their Peugeot 206. The 206 crew then retired with a broken steering arm on the final stage.

Dave McIntyre and Cameron Dunn were fourth in their Citroen C2, 51s ahead of a delighted John and Meghan O'Kane in their Subaru Impreza.

In the Junior 1000 event Sam Pattison and Paul Whittaker took the win by just 10s after nursing third gear all day. Irish

crew Kalum Graffin and Josh McErlean were second.

Results

Organiser: Condor MSC **When:** September 24 **Where:** RM Condor, Arbroath **Championships:** Back to Roots Tarmac Championship, J1000 Junior Ecosse Championship, North of England Tarmac Rally Championship, Scottish Tarmac Rally Championship, Scottish Single Venue Rally Championship **Stages:** 6 **Starters:** 44. 1 Neil Roskell/Andrew Roughead (Ford Fiesta R5) 51m33s; 2 Johnathan Mounsey/Charley Sayer-Payne (Ford Fiesta Rally2) +55s; 3 Archie Swinscoe/Jane Nicol (Vauxhall Adam); 4 Dave McIntyre/Cameron

Dunn (Citroen C2 R2 Maxi); 5 John O'Kane/Meghan O'Kane (Subaru Impreza); 6 Graham Bruce/David Aitken (Ford Escort Mk2); 7 Gavin Lloyd/Gordon Clark (Vauxhall Nova); 8 Andrew Blackwood/Richard Stewart (Ford Fiesta); 9 Drew Barker/Shona Hale (Vauxhall Corsa); 10 Bobby Macdonald/Martin Maccabe (Subaru Impreza). **Class winners:** Lloyd/Clark; McIntyre/Dunn; Bruce/Aitken; O'Kane/O'Kane. Junior 1000: 1 Sam Pattison/Paul Whittaker (Skoda Citigo) 62m27s; 2 Kalum Graffin/Josh McErlean (Skoda Citigo) +10s; 3 Oliver Phillips/Paul Hudson (Skoda Citigo); 4 Rian Walker/Stuart McBride (Skoda Citigo); 5 Thomas Milne/Neil Jeffrey (Nissan Micra); 6 Evan Findlay/Thomas Purvin (Peugeot 107).



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SPORTING SCENE NEWS

BRISCA F2 ROUND-UP
Driscoll breaks his F2 duck at Buxton

Craig Driscoll claimed his first BriSCA Formula 2 final win of the season with victory in Buxton's National Series round. Driscoll hit the front early on and could not be caught by any of the silver roof contenders. Charlie Guinchard extended his lead in the National Series by coming through to second, making rapid progress in the opening half of the race, ahead of chief rival Dave Polley and young guns Jack Witts and Harley Burns.

The top Scots again remained on home ground. After winning both heats, Gordon Moodie made it a hat-trick in the final at Cowdenbeath. Moodie passed leader Paul Reid in the final quarter of the race and narrowly missed out on catching English visitor Jonathan Hadfield. But Hadfield was penalised for jumping the start, handing Moodie victory.

The weekend's best-attended meeting was in Cornwall, as Nathan Maidment took the honours at St Day. Maidment quickly relieved Jack Bunter of the lead and he was never headed thereafter, despite Richard Andrews closing in as the laps wound down. Luke Johnson in third completed a shutout of the star-graded drivers. Aaron Vaight had looked like the star most likely to challenge but tangled with Leah Sealy mid-race.

Mark Paulson

Results
Organiser: Buxton Raceway
When: September 24 **Where:** Buxton Raceway
Starters: 19:
1 Craig Driscoll; 2 Charlie Guinchard; 3 Dave Polley; 4 Jack Witts; 5 Harley Burns; 6 Ben Lockwood; 7 Harley Thackra; 8 Billy Webster; 9 Ben Bate; 10 Connor Smith.

Organiser: GMP Scotland
When: September 24 **Where:** Cowdenbeath Raceway
Starters: 12:
1 Gordon Moodie; 2 Paul Reid; 3 Jonathan Hadfield; 4 Steven Burgoyne; 5 Craig Wallace; 6 Stephen Forster; 7 Mika Millar; 8 Chris Burgoyne; 9 Ben Spence; 10 Kieran Howie.

Organiser: Autospeed
When: September 25 **Where:** United Downs Raceway
Starters: 26:
1 Nathan Maidment; 2 Richard Andrews; 3 Luke Johnson; 4 Tommy Farrell; 5 Steven Gilbert; 6 Kieren Bradford; 7 Dale Moon; 8 Jack Bunter; 9 Joe Marquand; 10 Paul Rice.

SWEDISH BEETLE DRIVER TO JOIN 5 NATIONS COMPETITION AT LYDDEN HILL
Per Eklund Motorsport driver to line up on the grid for double header in November



Photos: XE, Colin Casserley

Thoren will take on the Britons

By Hal Ridge
Swedish driver Daniel Thoren will race a Per Eklund Motorsport-run Volkswagen Beetle in the final rounds of the British Rallycross Championship 5 Nations Trophy at Lydden Hill in November.

Thoren, a former RallyX Nordic podium finisher, switched from a Volkswagen Polo run by his own team to an Eklund Beetle for the 2022 campaign and has competing in selected rallycross events in Sweden.

He also contested a hillclimb at Lillehammer in Norway last weekend and finished fifth on both days.

The Swede will join the 5 Nations BRX grid for the double-header weekend, where the final on Saturday, the penultimate round of the campaign, will be held under floodlights.

The racer said: "The Beetle is a good solid car but I haven't had as much time to drive this year as I would have liked. Just to be able to drive a Supercar can't be compared to many other things, the adrenalin you get every time I

push the throttle is amazing, and almost impossible to explain to people who haven't tried it. Per [Eklund] and his team are iconic.

"One thing is all the experience and knowledge about racing they have, but to get support from one of the biggest legends in rally and rallycross is fantastic. I'm really looking forward to race at Lydden, it's somewhere I've wanted to go for a long time."

The 5 Nations BRX Supercar contenders have one round to go before the Lydden event, travelling to Dreux in France next month.

COPPER X PRIX: CHILE BY HAL RIDGE SEPTEMBER 24

HAMILTON'S TEAM HOLDS ITS NERVE TO INHERIT XE WIN IN CHILE

Lewis Hamilton's X44 team prevailed amid a dramatic penultimate round of the Extreme E series, held in the Atacama Desert in Chile, as Nico Rosberg's reigning championship-winning RXR squad was denied a chance of claiming a second straight crown by a technical issue.

With World Rallycross Championship points leader Johan Kristoffersson sitting in the RXR machine and ready to go for the final, the RXR team was forced to withdraw, promoting title rivals Chip Ganassi Racing into the main event.

But, it was X44's male driver Sebastien Loeb who took an early lead in the five-car final of the Copper X Prix, finding his way through the traffic in a

busy first corner of the race. Having the McLaren entry's best run of the season so far, American rallycross champion Tanner Foust battled through the pack to run second for the British squad in the opening stages and closed on Loeb through the first two laps of the encounter.

Before the driver-switch zone, Foust making a move for track position sideways through a left-hander near the end of his stint in the car, but Loeb ran the American neck-and-neck in to the switch zone braking line.

Behind, Chip Ganassi Racing driver Kyle LeDuc passed Carlos Sainz for third, despite then being slowed by a wayward moment. Following the driver changes, X44's Cristina Gutierrez

made good use of her all-electric ODYSSEY 21's hyperdrive function to pull a margin on McLaren's Emma Gilmour early in the second phase of the race, while Sara Price ran third and Klara Andersson, making her Extreme E debut just a week after her maiden World RX podium in Portugal, held off Sainz's team-mate Laia Sanz for fourth. Andersson was making her bow in the series following ABT Cupra driver Jutta Kleinschmidt being sidelined from the Chile event for an injury sustained in free practice on Friday.

Up front, just as Foust had done earlier in the race, Gilmour overtook the X44 machine to cross the finish line first, in what would have been a first win for the team, but time penalties applied for



Loeb and Gutierrez took the win for Hamilton's squad

missing way points during the race ultimately dropped the McLaren duo down to fifth and promoted X44 to the win.

Price finished third on track before five-second penalty for a waypoint infringement dropped the Gannasi team down to fourth, meaning the Acciona Sainz squad moved to second with ABT Cupra pair Andersson and Nassar

Al-Attayah in third. RXR continues to lead the standings with a round to go.

Results
Extreme E Round 4: Copper X Prix, Antofagasta, Chile. (All ODYSSEY 21)
1 Sebastien Loeb/Cristina Gutierrez (X44) +8m59.728s; 2 Laia Sanz/Carlos Sainz (Acciona Sainz) +6.093s; 3 Nassar Al-Attayah/Klara Andersson (ABT Cupra) +8.612s; 4 Sara Price/Kyle LeDuc (Chip Ganassi Racing) +10.159s; 5 Emma Gilmour/Tanner Foust (McLaren) +18.935s.

BRISCA F1: MILDENHALL BY COLIN CASSERLEY SEPTEMBER 24

FINNIKIN KEEPS UP THE WINNING MOMENTUM AT MILDENHALL

Craig Finnikin picked up his second Mildenhall final victory of the year at on Saturday and continued his winning streak after his triumph at King's Lynn last Saturday. Like he did last week he won both heat and final.

Dutchman Nigel de Kock led the opening laps but he was soon overhauled by Kyle Gray. The race was halted when Danny Wainman tipped his machine over in Turn 2.

Gray continued to lead after the restart, but Finnikin muscled his

way into a race-winning lead at the halfway point. Mat Newson closed in on Finnikin in the closing stages but was unable to get close enough to challenge for the lead. Newson faded in the final laps but held off Gray for second.

Finnikin said after "It never easy round here, it's a proper stockcar track, small, plenty of cars and plenty of action and you have to know how to drive it. When I got into the lead then it was a case of watching the

traffic and staying out of trouble"

Results
Organisers Spedeworth BriSCA F1, **When** September 24 **Where:** Mildenhall Stadium
When: September 24 **Starters:** 32
1 Craig Finnikin; 2 Mat Newson; 3 Kyle Gray; 4 Tom Harris; 5 Lee Fairhurst; 6 Paul Hines; 7 Liam Gilbank; 8 Jake Walker; 9 Chris Farnell; 10 Charlie Sworder

BRISCA F1: NORTHAMPTON RACEWAY BY COLIN CASSERLEY SEPTEMBER 25

SWORDER SIGNS OFF THE BRISCA WEEKEND IN STYLE

Charlie Sworder would admit he didn't have the best of nights at Mildenhall on Saturday but he made up for it on Sunday by winning the final at Northampton. It's Sworder's first final win as World champion.

Lewis Galer jumped into the early lead and headed the field for the first quarter of the race. Finn Sargent closed in on the race leader with Craig

Finnikin, who was going for a hat-trick of final wins, moving into third as the halfway mark approached.

Galer half spun in Turn 2 and was collected by Sargent, which allowed Finnikin to take the lead with Tom Harris, Mat Newson and Sworder in pursuit. Shortly after, the red flag was flown when William Adams rolled over.

On the ensuing restart, a four-wide

battled for the lead raged with Sworder moving from fourth to first in one corner. Finnikin's hopes disappeared when he spun out with a flat rear tyre.

Despite late-race yellow flags, Sworder held on the win with Newson moving into second on the last lap.

"It was a hard race, I picked off a few drivers at the start and made some good places. I had a few cautions

to deal with, I knew Harris could challenge for the lead, but I kept my head down, and the car set up was great. It's good to get a win as World champion," said Sworder.

Results
Organisers: Spedeworth/Incarace, BriSCA F1
When September 25 **Where:** Northampton International Raceway
Starters: 35:
1 Charlie Sworder; 2 Mat Newson; 3 Tom Harris; 4 Frankie Wainman, Junior Jr; 5 Frankie Wainman Jr; 6 Neil Scriven; 7 Mick Haworth; 8 Russell Cooper; 9 Danny Wainman; 10 Phoebe Wainman-Hawkins.



Champ Sworder claimed more trophies

HISTORICS

DOWN THE PUB

DAVID BAILEY

Racer turned preparer
Age: 55 Lives: Chorley



Prepares cars and races too

It's a family thing

"I'm a third-generation racer, because my grandad used to race as well as my dad Ken. So very much from being a small boy I was carted around to circuits all over the UK. Dad went into Formula Ford not long after it was first launched and did a few years of that and a year in 1000cc Formula 3 before moving to Formula Atlantic."

He finally went racing

"About 10 years after dad stopped racing I started sprinting and hillclimbing and dad came out of retirement and joined me. We used to share a car and started in a Special Saloon Mini running on methanol and then went into a Formula Ford. We ran that for several years, and then dad decided he'd had enough again so he stopped. That's when I went circuit racing in Formula Ford with a 1989 Reynard."

Victory at Oulton Park

"I always said that no matter how long I raced, my goal was to win a race at Oulton Park when dad was on the pitwall, which I managed to do. So that was really good. I ended up racing Formula Ford for about 10 years. I used to work in the motor trade. I was fortunate that they used to sponsor me but they went bust. So I lost my job and my sponsor at the same time."

He moved into running cars

"I kept the car and rented it out, and then I sold it. Then I got approached by a guy who'd done track days and wanted to race, but he'd got no idea what to do or what was involved, and someone referred him to me."

Historics beckoned

"Then Syd Fraser came along and we got Syd on board with a Formula Ford. Then he decided he wanted to go historics and bought a Formula Junior. Up to that point, I was still looking after the Formula Fords. I got Scott Rawlinson and we looked after Scott. He did North West Formula Ford and then decided he wanted to do historics and bought the Merlyn from Nigel Grant. So all of a sudden, we're into historics which has been great. It's a hark back to the cars from when dad was racing. And it was such a nice crowd in such a nice atmosphere."

GWYNDAF EVANS PLEDGES HIS ESCORT Mk2 RETURN

Classic Ford ready to be rebuilt for the Welsh wizard after Ceredigion shunt

Photos: Jakob Ebrey, Paul Lawrence

By Paul Lawrence

Gwyndaf Evans says he will return his Ford Escort Mk2 to competitive rallying despite a significant accident on the recent Rali Ceredigion.

The historic-specification Mk2 was a present from his son Elfyn, the World Rally Championship contender, as a thank you for all the support that Gwyndaf has given to his son's career.

After a run at the McRae celebration event at Knockhill, Evans entered his local closed-road event as a first full competitive outing but suffered a significant off with the car rolling several times.

Fortunately, the damage is not as bad as initially feared and Evans says it will be rebuilt. He told Motorsport News: "It will be



The Escort will rally once more

back in competition in due course. It's one of those where it looks worse than it is. It will be OK again. It drove out of the stage after the stage finished. I'm thinking about taking it into the forest next year as that's where it

belongs. When Elfyn gave it to me, he said he wanted it to be used. It will take a while, but it will be rebuilt."

The car was a fresh build by Phil Mills and the Viking Motorsport team and Mills wants to put the car

back on to a chassis jig to make sure that everything is straight. "So I'm going to rally it again and I will do some more with it," said Evans, who hosts Rally North Wales each March from his Ford dealership in Dolgellau.

MORE ACTION FOR HISTORIC MODSPORTS RUNNERS



Modsports will get an expanded structure

The Historic Sports Car Club will further develop its new Historic Modsports and Special Saloons category next season with eight races across four double-header events.

Historic Modsports and Special Saloons is designed to recreate a period of national racing history from the late 1960s and 1970s. The series regulations have been evolved for 2023 from the 1979 technical regulations for both Modsports and Special Saloons, resulting in a separate

set of regulations for each genre, but running together in one series.

Series prime mover Steve Watton said: "With this evolution, we intend that the series regulations will provide stability for at least the next two years. There is plenty of scope for more competitors, but without losing the historic nature we have so far fostered."

Nearly 60 competitors have expressed an interest in the series and a number of cars are being re-prepared ahead for 2023.

GRAHAMS TAKE EUROPEAN RALLY TITLE GLORY

Husband-and-wife team Ernie and Karen Graham have won Category 1 in the FIA European Historic Rally Championship.

As regular contenders in the championship, their twin-cam Ford Escort Mk1 cannot be beaten with two of the nine rounds left to run. Expat Irishman Graham is based in Surrey.

Their son Will, 25, is now back in Europe and despite a late start to his season is chasing EHRC Category 2 glory in the family's Escort Mk2, with two wins in the most recent events in Elba and San Remo.

To date this year, Will has been living and rallying a Mitsubishi Lancer E10 in the American Rally Association championship and has recorded some strong results.

SIMMS EARNS THE FF2000 TITLE

Benn Simms has been confirmed as winner of this year's Historic Formula Ford 2000 championship following the double-header at Croft at the beginning of September. After a season-long battle with Graham Fennymore, Simms has added an eighth championship title to an impressive tally that also includes three Historic Formula Ford 1600 titles and three Classic Formula 3 crowns.



Ridgway showed some pace

RIDGWAY IMPRESSES ON GRADUATION TO F2

Graham Ridgway has stepped up from Historic Formula Ford 2000 to Historic Formula 2 in the ex-Richard Evans/Andrew Smith March 742.

Despite very limited running before his debut in the car at Classic Silverstone at the end of August, Ridgway showed tremendous pace on his graduation and surprised himself by running in the top six.

"I was pretty daunted," said Ridgway, 62, who only started racing 10 years ago. "The car is awesome. This is 280bhp against 130bhp in Historic FF2000."

Like his FF2000 Reynard, the March is tended by Tom Smith at TS Historic Racing.

Ridgway also has a Lotus Elan, which he shares in two-driver races with his daughter Jen.

IN BRIEF

Bill Needham RIP

Motorsport News was very sad to learn of the recent death of Bill Needham. In partnership with Coldwell Engineering, he raced across five decades and was best known for racing Special Saloon Minis with great success through the 1960s and early 1970s. He was a fine engineer and in his later years turned to racing 500cc Formula 3 cars.

Evans gets a Seat

Gwyndaf Evans, the 1996 British Rally champion, now owns his Formula 2 Seat Ibiza Kit Car from 1998 and '99, and the car is being restored by Ian Gwynne's team at BGMSport. The plan for the Seat, once it has been finished, is for Evans to use it on demonstration events only.

Escort returns

A fine restoration of the ex-Lyndon Jenkins Ford Escort Mk2 was on show at the recent Castle Combe Rallyday. "It's a Trigger's broom, like most of these cars," said owner Huw Davies, who co-drove for Jenkins in period. The car registered KHK983N won the 1975 Manx Rally with Roger Clark and is now back in the colours of Jenkins' Ammanford Ford dealership.

New date for Ilkley

The Ilkley Jubilee Historic Rally, postponed due to the death of the Queen, has been rearranged to run on Sunday, November 20. The event will now be the final round of the Motorsport News HRCR Clubmans Rally Championship and will largely follow the route that was intended for the September date. Entries are now open for the revised date.

The grudge match

Among the entries for this weekend's Chris Kelly Memorial Rally on the Isle of Man are historic Ford Escort Mk2 drivers Will Onions and Rob Smith. They are long-standing friends and rivals, and Smith's RSR Engineering team is responsible for preparing both cars. They will go head to head on the closed roads in their own private contest with bragging rights and bar bills to be won and lost.

Boucles date set

Next year's Legend Boucles Bastogne will run over the weekend of February 4-5, based in Place McAuliffe in the Belgian town of Bastogne. More than 300 entries are likely for Europe's biggest historic rally and the chosen date avoids clashing with the WRC calendar. Several star drivers are expected to appear on the entry list.

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MN POLL WITH MOTUL



Photos: Motorsport Images



Plenty of magnificent circuits have dropped off Formula 1's calendar since the World championship started in 1950, so a poll asking which of them is your favourite was always going to be competitive.

Even so, the victorious circuit in our Motul-supported poll does not feel like a surprise. Brands Hatch is clearly the 'lost' F1 track most missed by Motorsport News readers.

No wonder. The breath-taking Kent track was – and is – challenging for drivers and spectacular for the habitually packed-in fans.

MN deputy editor Graham Keilloh said: "It is clear in these results that Brands Hatch retains a special place in motor racing fans' affections. Indeed with Watkins Glen second, undulating and challenging permanent courses are clearly what fans most yearn for.

"But still there's variety in the Formula 1 tracks fans miss most. We have a stunning street track with Montjuic and a more modern circuit in pre-2002 Hockenheim. And of course any ranking on this subject would not be complete without the 14-mile Nurburgring Nordschleife."

BRANDS HATCH IS YOUR MOST-MISSED F1 TRACK

Graham Keilloh reveals it's the Kent classic that tops MN's latest Motul-backed poll

RESULTS



1 Brands Hatch Vote: 27.9%

Brands Hatch's undulating 'Mini-Nurburgring' offered challenges such as Paddock Hill Bend and Graham Hill Bend that rival the Nordschleife. It started and finished in a natural bowl offering fine views to its crammed spectator areas, and between times goes into the woods for its equally spectacular Grand Prix loop.

The circuit's attractions, on and off track, owed much to the boundless energy of circuit director John Webb. And there

were plenty of chances to see Formula 1 cars at Brands: it alternated with Silverstone as British Grand Prix venue between 1964 and 1986, hosted a couple of European Grands Prix and regular non-championship Race of Champions events. Arguably its best was saved for last with Nigel Mansell's patriotic triumph in '86.

Sadly a long-term GP deal for Silverstone left Brands on the sidelines, but the track lives on today in good health and largely unaltered form in Jonathan Palmer's safe hands.

2 Watkins Glen Vote: 20.9%

Formula 1's relationship with the United States has often been a troubled one. The list of false-start Stateside hosts – both permanent and street

tracks – is lengthy.

Yet modern-day Austin's Circuit of the Americas wasn't the first time F1 has successfully laid down roots with a US road course. Between 1961 and 1980 it had the same at Watkins Glen.



The F1 races in beautiful Upstate New York quickly attracted a large and diverse crowd providing a fervent atmosphere. Then a new loop added to the track from 1971 elevated its layout to being a firm drivers' favourite: sweeping, undulating and challenging.

Sadly though the track's facilities and safety arrangements didn't keep pace with requirements – F1 races there had their share of tragedy indeed. Also the fans inhabiting the local 'Bog' were notorious. F1 last visited in 1980, but thankfully the track continues hosting a range of other categories.

3 Montjuic Vote: 16.3%

Imagine the street track of your dreams. Fast, challenging, picturesque; on all counts more so than ubiquitous Monaco. That track was Montjuic in Barcelona.

The circuit, that held the Spanish Grand Prix four times between 1969 and 1975, was plotted on a hillside overlooking the city. It wound and swooped around attractive parkland and elegant architecture of domes and spires, which was centred by the opulent Palau Nacional. The downhill first half of the lap twisted; the uphill second half stunned. Even though a street track, some of its turns



would not have been out of place at Spa.

The track though was as ill-starred as it was breath-taking. Large crashes for the Lotus pair in 1969, when their flimsy rear

wings collapsed, was a portent. Following a despicable visit in 1975, which culminated with Rolf Stommelen crashing and killing four onlookers, Formula 1 did not return.

4 Hockenheim (1970-2001) Vote: 14.0%

Hockenheim didn't win popularity awards in its early Formula 1 days, perhaps unsurprising given the track near Heidelberg replaced the classic Nurburgring Nordschleife. But the circuit

grew to become a favourite.

The layout was characterised by extended full-noise blasts, separated by chicanes, through forest and concluded with the skittish cars – as the track necessitated low-downforce settings – negotiating an incongruent stadium section winding between vast concrete

grandstands. And when Michael Schumacher rose to extreme local celebrity his vast and eager German following gave Hockenheim's grands prix a hot atmosphere.

And it was the changing world around Hockenheim that elevated the venue to the status of a favourite. F1 tracks over

time more and more became homogenous, so the always-different Hockenheim gained character with its distinction. But then Hockenheim itself became much more standard from 2002 when the forest blasts were bypassed with a new sinuous layout through the infield.



5 Nurburgring Nordschleife Vote: 11.6%

Surely no track ever combined the extremes of thrill and peril like the 14-mile Nurburgring Nordschleife. "The Green Hell", as Jackie Stewart

aptly named it, wound and rippled through trees and hedges. To this day it has a legend and mystique that is unmatched.

It was the scene of plenty of tragedy, but also of drives from the Gods wherein the greatest would face the

track's dangers and, that time, prevail. Juan Manuel Fangio's other-worldly comeback drive in 1957 and Stewart's win by four minutes in 1968's rain and fog spring to mind.

But the circuit's danger could not be defied forever, particular not in an

increasingly safety conscious Formula 1. Niki Lauda's fiery near-fatal accident in 1976 brought into sharp focus concerns about the extent rescue crews could cover its extended layout. F1's fraternity did not return to the Nordschleife.

RALLY REPORTS

Photos: Ben Lawrence

TRACKROD RALLY: BHRC BY PAUL LAWRENCE SEPTEMBER 23-24

A PERFECT WEEKEND FOR EDWARDS PUTS HIM BACK IN THE TITLE CHASE



Edwards needed a win to refresh attack



Webster survived the chaos in second

Matt Edwards and Hamish Campbell put themselves firmly back in the British Historic Rally Championship title hunt after a resounding victory on the Trackrod Historic Cup.

The locally developed Fiat 131 was the class of a quality field across six tough and at times slippery stages in the glorious North Yorkshire forests. Despite a troubled stage, Edwards stamped his authority on the rally on the opening test in Dalby on Friday evening and pressed home his advantage through Saturday to finish nearly a minute and a half clear.

This was a rally in which nobody really seemed to want to finish second. Adam Milner, Henri Grehan, Nick Elliott and Steve Bannister could all have taken the runner-up slot, but all faltered at some point. Instead, it was Simon Webster and Ben Friend who took the remaining podium positions after two great performances on the back of, at times, troubled seasons for the two BHRC champions.

It all started in the dark of Friday evening for over 11 miles in Dalby that was at times slippery, fast, dusty, tricky, narrow and open. Edwards rose to the occasion to emerge over 17

seconds clear of local hero Bannister, who was partnered by Callum Atkinson. Championship leader Grehan and Dan Petrie ran third despite losing the map light and then struggled to find the right place in the notes by torchlight. Somehow, they got through with the loss of only 22s to title rival Edwards.

However, the star of the evening for two thirds of the stage was Milner who, with Roy Jarvis holding on, set a stunning pace as ever. In the 1600cc crossflow engined Ford Escort Mk1 an unofficial split had him running second fastest by the time they got to the Woodyard. But a mile or two further on the crossflow cried enough and lunched itself comprehensively, spitting a conrod out of the block. What could have been the performance of the weekend was over in less than 10 minutes.

After time to regroup overnight, the crews headed into Cropton on Saturday morning for the first of five more stages as some rain showers laid any remaining dust and turned the top surface into a greasy slime.

Edwards narrowly headed Bannister but it all went wrong for both Grehan and Robert Gough/Sam Collis. Grehan dropped at least two minutes after

spinning into a ditch but Gough dropped even more, losing over five minutes in another ditch.

Edwards kept up the pace in Gale Rigg as Nick Elliott and Dave Price brought the other Fiat 131 up into contention by going second fastest. Elliott had a scrappy opening stage in the dark with an overshoot and spin costing him precious time but was better on Saturday until sidelined by an electrical glitch in Staindale. Frustratingly, the car later fired up and they drove it out of the stage.

Edwards took another fastest time in Staindale but second-placed Bannister was not destined to go much further as the gearbox cried enough. It had been a great run from the Yorkshire veteran who admitted to being pretty pleased with his rally until the gearbox broke. Thirteen miles of Langdale also fell to Edwards but only by a whisker as Webster and Alun Cook really upped their pace to post the second-fastest time from Friend and Cliff Simmons.

All that remained was the second run through 11 miles of Dalby, this time in daylight, and Edwards headed into the stage with a lead of well over a minute. Just to prove a point, he added another 16s to underline an

emphatic victory that.

At the end of Dalby Edwards said: "It's been tricky and slippery but it's nice when the car is in the palm of your hand rather than floundering a bit with it. It's getting there, it's fun to drive and Hamish did great job today. It's fast in there at times!"

Webster beat off Friend by nine seconds to secure second place while into fourth, albeit a little way back, came Richard Jordan and James Gratton-Smith on a great debut run in their stunning CarrPrep Escort Mk2.

Category 2 victory went the way of Chris Skill and Brian Hodgson in their Escort Mk1 but it was a rally not without its moments. Skill said: "What a day!" They'd gone flying down a ditch in Gale Rigg for about 200 metres in what they thought was going to be a monster accident. "I don't know how the hell we got away with it," admitted Skill.

But it was a day, indeed a weekend, that belonged to Edwards, Campbell and the local Rallysport Development team. The Fiat had flown and Edwards had driven impeccably. He now goes to Kielder with nothing less than another win in his sights and, if he does that, it will depend on where Grehan finishes as to who takes the crown.

RESULTS

Trackrod Historic Cup When: September 23-24

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Matt Edwards/Hamish Campbell	Fiat 131	59m54.3s
2	Simon Webster/Alun Cook	Ford Escort Mk2	+1m27.7s
3	Ben Friend/Cliff Simmons	Ford Escort Mk2	+1m36.7s
4	Richard Jordan/James Gr-Smith	Ford Escort Mk2	+2m51.4s
5	Chris Skill/Brian Hodgson	Ford Escort Mk1	+3m16.2s
6	Henri Grehan/Dan Petrie	Ford Escort Mk2	+3m22.1s
7	James Slaughter/James Whitaker	Ford Escort Mk2	+4m02.7s
8	Ken Sturdy/Glyn Thomas	Ford Escort Mk2	+4m43.3s
9	Barry S-Wheeler/John Pickavance	Ford Escort Mk2	+4m55.9s
10	Josh Carr/Richard Wardle	Ford Escort Mk1	+5m03.3s

Class winners: B2: Terry Cree/Richard Shores (Mini Cooper S); B4: Bob Bean/Mike Curry (Ford Lotus Cortina); C2: Robin Shuttleworth/Malcolm Smithson (Ford Escort Mk1); C3: Carr/Wardle; C5: Skill/Hodgson; D3: Dave Forrest/Jamie Forrest (Ford Escort Mk2); D4: Ben Jemison/Dave Jackson (Vauxhall Chevette HSR); D5: Edwards/Campbell; C2: Slaughter/Whitaker.



Friend was in the hunt all day and finished in third spot

CLASSES



Terry Cree and Richard Shores prevailed in their Mini

Mini returns after a 10-year break and is a winner

Terry Cree and Richard Shores brought their Mini Cooper S out for the first time in a decade to win B2 while the other Category 1 class went to Bob Bean and Mike Curry (Ford Lotus Cortina).

Cree said of the Mini: "It always makes you smile

when you drive it."

Robin Shuttleworth/Malcolm Smithson (Ford Escort Mk1) topped C2 while C3 spoils and a great 10th overall was the Escort Mk1 Pinto of Josh Carr and Richard Wardle. Dave and Jamie Forrest just edged Welsh

visitors Neal James and Kevin Jones for D3 in a battle of the Pinto-engined Ford Escort Mk2s. It was a first rally in Yorkshire for James as he moved closer to the class title in the BHRC.

D4 victory was just reward for Ben Jemison

and Dave Jackson (Vauxhall Chevette HSR) after completing the engine from a bare block just three days before the rally.

The class for FIA Appendix K cars went to James Slaughter and James Whitaker, back

together after a four-year gap for Slaughter's first gravel rally in 12 months. Once Slaughter remembered that he was a rally driver and not a racing driver on this occasion, the pace got better and better.

RALLY REPORTS

Photos: Chicane Media

TRACKROD RALLY: BTRDA SERIES BY SIMON GRONOW

SEPTEMBER 24



Henderson continued his rich seam of form



Second helped Payne to the title

HENDERSON TAKES THE RALLY VICTORY AND PAYNE TAKES THE BTRDA TITLE

The month of September has been a good one for David Henderson and Chris Lees as, after winning the recent Galloway Hills Rally, they followed it up with victory on the Trackrod Forest Stages.

Driving their Ford Fiesta Rally2, they had a day long battle with Elliot Payne and Patrick Walsh in a similar car, the latter crew looking to have a sensible run to seal the BTRDA Gold Star Championship. Nonetheless, it was no easy victory for Henderson as the gap between the two always less than 10 seconds. For Payne it was mission accomplished as he secured the Gold Star title, while Mathew Hirst and Declan Dear took the final podium position in their Fiesta R5.

There would be no Friday night stage for the Trackrod Forest Stages contestants, with competition starting on Saturday morning in Cropton which, like the following Gale Rigg, was very slippery following a heavy downpour.

Henderson didn't have a good opening stage but was surprised to lose only six seconds to Payne. The following two tests were better, as he was quickest on SS2 before setting a time just one tenth off fastest time on the

following Staindale stage.

As he arrived back in Filey for service in the lead, Henderson said: "It's been really good so far, though I struggled to get heat into the rear tyres."

With one eye on securing the Gold Star crown, Payne was looking at the bigger picture and was happy with the way his morning had turned out. "It's been alright," he said. "We're getting there, we just need to hold our pace." After setting fastest time on the first stage, he had been in the top-three quickest times on the following two and was in a comfortable position.

Another driver content with his morning was third-placed Hirst. "I'm happy with what we've done," he said after setting third fastest time on the opening two stages before losing time with an overshoot in Staindale. He then admitted: "It's the same as always in Yorkshire, I'm just not quite fast enough."

Equal with Hirst at this point were Hugh Brunton and Drew Sturrock, who after stalling their Fiesta on the opening test went better on the following two, with Brunton happy with his car. "It's been really good, the set-up is nice, they've been good stages, and there is grip out there, if you can find it." He obviously found it

in Staindale, where he pipped Henderson for the fastest time.

Brunton's move up the leaderboard was at the expense of Aaron Newby/Jamie Edwards, who had been having a good run in their Skoda Fabia R5 and they were followed by Stephen Petch/Michael Wilkinson who were happy enough at this point.

After a morning to forget, including four spins on the first stage alone, it was a Rally of two halves for recent Woepecker Rally winners, Callum Black and Jack Morton, who put their morning's woes behind them over the final two afternoon stages. With the correct tyres fitted, they recorded fastest time on both tests, moving up from 15th to seventh place in the process.

While Black was unable to trouble the leaders it was still all to play for between Henderson and Payne. For Henderson, it was the win that he was after, and he was trying to find the right pace without making any silly mistakes. "We did have a couple of moments, going wide on a couple of corners," he confessed, as second-fastest time in both Langdale and Dalby secured his first BTRDA win.

"We took it steady, with the championship in mind. I did what

my dad told me to do," admitted Payne as a controlled drive in the afternoon secured second place, winning the Gold Star Series in the process and becoming what is thought to be the youngest to do so at just 19 years old.

It would be much of the same in the afternoon for Hirst, with consistent times cementing his third-placed finish, while a better tyre choice helped Petch set a third fastest time in Langdale and move up to fourth place.

Newby exceeded his expectations by finishing in a fine fifth position. "We're happy with that, we've been neat and tidy and made no mistakes," he said at the finish. Dropping a position was Brunton, whose afternoon hadn't gone as well as the morning, with his Fiesta sliding about a lot.

A half spin at an early chicane cost Russ Thompson and Stephen Link some time, but things went better in the afternoon. "I tidied up my driving and didn't make any mistakes, which helps," reflected Thompson as he finished in a class-winning eighth position. Losing out were fellow Mitsubishi crews Richard Hill/Pat Cooper and Rob Wilson/Richard Morton Crozier who both dropped time with spins, finishing in ninth and 10th respectively.

RESULTS

Trackrod Forest Stages When: September 24

POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Henderson/Chris Lees	Ford Fiesta Rally2	43m34.4s
2	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2	+9.8s
3	Mathew Hirst/Declan Dear	Ford Fiesta R5	+27.5s
4	Stephen Petch/Michael Wilkinson	Ford Fiesta Rally2	+37.1s
5	Arron Newby/Jamie Edwards	Skoda Fabia R5	+47.2s
6	Hugh Brunton/Drew Sturrock	Ford Fiesta R5	+52.2s
7	Callum Black/Jack Morton	Ford Fiesta Rally2	+55.3s
8	Russ Thompson/Stephen Link	Mitsubishi Lancer E9	+1m34.2s
9	Richard Hill/Pat Cooper	Mitsubishi Lancer E9	+1m40.1s
10	Rob Wilson/Richard Crozier	Mitsubishi Lancer E7	+1m48.9s

Class winners: Lewis Hooper/Steven Brown (Nissan Micra); Nigel Jenkins/Karen Jenkins (Vauxhall Nova); Rob Evett/Michael Evett (Vauxhall Nova); Tony Simpson/Simon Rogers (Ford Fiesta); Lucy Wigley/Emma Morrison (Citroen C2); Nick Dobson/Phil Sandham (Ford Escort Mk 2); Andy Davison/Tom Murphy (Talbot Sunbeam VXR); Thompson/Link; Henderson/Lees; Charlie Blaney/Adrian Wilford (Ford Escort Mk2); Michael McDaid/Declan Casey (Ford Escort Mk2).



Matthew Hirst was consistent in his chase of top two

CLASSES



Wrigley topped the B10 division in her Citroen

McDaid and Casey head up the historic runners

For the third event running, Michael McDaid and Declan Casey were historic class winners in their Escort RS1800 while Lucy Wigley overcame handling issues with her Citroen C2 before taking a class win with Emma Morrison alongside.

With championship points in mind, Pete Gorst and Mark Twine opted for a measured drive before finishing second in the 1400S class behind Nigel and Karen Jenkins who were surprised but pleased to win the category in their similar Vauxhall Nova on

their first visit to the Yorkshire forests. Lewis Hooper and Steven Brown survived a slight off to win the RF1.4 class in their Micra, and Rob and Michael Evett won the 1400C class despite hitting a bank in their Nova. Despite losing fourth

gear early on, Tony Simpson and Simon Rogers held on to take another R2 win in their Fiesta, with Jonathan Jones and Jez Rogers second, after an incorrect tyre choice. After a challenging year, things finally came right for Andy Davison and Tom

Murphy, who had a big push in the afternoon to take B12 and Silver Star wins in their Sunbeam. Class rivals Rob Wright and Mark Fisher finished second in their Ford Escort with third going to class B11 winners Nick Dobson and Phil Sandham in another Escort.

BRC REPORT: TRACKROD

IN BRIEF



Charmichael took the title

Making the headlines

Alan Carmichael and Arthur Kierans put the Dalby demons to bed on the recent Trackrod Rally Yorkshire. Earlier in the year, on the non-championship Riponian Rally, the duo suffered a big accident in their Hyundai i20. Returning to the forest of their crash, the pair buried their experience and clinched the Motorsport UK National Rally title on their third attempt.

Friends reunited

Scotsman Garry Pearson had to make a last-minute switch to his British Rally Championship mount ahead of the Trackrod Rally. Pearson elected to use an old friend to help continue the development of the Hankook tyres – new to the BRC in 2022. The old friend in question was the Skoda Fabia R5 from the Dylan Davies Rallying firm – the car that Pearson used to rack up a plethora of titles in 2021, including the BTRDA, Scottish Championship and Motorsport UK National Rally Title. The partnership clicked back into place straight away as Pearson and co-driver Dale Furniss finished fifth overall.



Pearson: back in his Skoda R5

Marshal prize fund

The organisers of Trackrod Rally Yorkshire created an impressive initiative to recruit willing volunteers for the two-day event. Every marshal who enrolled for the event was entered into a prize draw to win a variety of prizes. The 2022 prize fund was estimated to be worth £5000 – which was funded mostly by entry fees from competitors. Coupled with the usual marshal gifts of mugs, pens, whistles and gloves – £2000 was allocated to a random draw with 20 allotted prizes of £100 going to some very worthy winners.

Edwards backs Williams

Matt Edwards was on hand during James Williams' pre-Trackrod Rally test last week. The triple British Rally Champion, who is competing in the British Historic Championship this season, was present to aid his fellow countryman's preparation ahead of his first visit to Yorkshire. Edwards has experience of driving a similar Hyundai i20, after competing in the final Wales Rally GB in 2019 and used his knowledge to help set up the Korean machine for the final two gravel events this year.



Williams had pre-event help



Pryce was on form through the rally

PERFECT PRYCE TAKES THE TITLE

The bridesmaid finally becomes the bride. By Ben Buensel



Finally! The biggest prize

After coming so close on three occasions previously, 2022 was to be his year as Osian Pryce finally lifted the coveted British Rally Championship crown on Trackrod Rally Yorkshire, a championship close to the Welshman's heart.

Along with co-driver Noel O'Sullivan the pair, in their Volkswagen Polo Rally2, sealed the glory with perfection, taking the rally win by 20.4 seconds over championship rivals Keith Cronin and Mikie Galvin with Ruairi Bell and Max Freeman rounding out the rostrum.

The BRC season had five action-packed rounds prior to Yorkshire, with the title fight very much in the hands of Pryce and O'Sullivan. This year had been a near-perfect season to date, with three wins already in the bag from Clacton, the Nicky Grist Stages and Rali Ceredigion, and all Pryce had to do to prevent the title going down to the wire on the season-closing Cambrian Rally was to win in Yorkshire while playing his points-earning Joker Card.

Out to stop him was a whole host of crews eager to make their mark in the forests near Filey. The sixth and penultimate round of the series had six, tricky demanding stages including a night-time stage through Dalby

forest on Friday evening.

Running first on the road and quickest out of the blocks was Pryce and O'Sullivan who made a decisive move on the high-speed chessboard. Their Volkswagen Rally2 flew through the opening test – leaving rivals in their dust, literally.

The championship leaders used their road position to good effect to ease out a 5.2s cushion over sparring partner Cronin. Four-time champion Cronin suffered a sizeable off on the previous rally and was visibly on the back foot as he contented with not only the dust but getting back onto the pace following a huge title blow in Wales.

Young gun Ruairi Bell and co-driver Max Freeman were next on the timesheet in their Skoda Fabia R5. It was to be the Englishman's first time in Dalby, punching in the third fastest time, 15s down on an in-form Pryce.

James Williams in his Hyundai i20 R5 had also never been to the fabled forests of Dalby, and he was fourth fastest with Dai Roberts sat alongside, and just 2.5s off Bell. Cementing the top five on the opening night was Garry Pearson and Dale Furniss who had elected to swap their usual Fiesta Rally2 for a Skoda Fabia R5 (*see in brief*).

Alongside the main protagonists for the BRC title, the National Rally Championship teams also had a tough night to content with. Coming out on top in the darkness was Alan



Spin and an overshoot thwarted Cronin



Ruairi Bell kept up his strong momentum with a third-placed finish

BRC JUNIOR



Kelly's win helped Mohan to the co-drivers' silverware for 2022

KELLY HELPS MOHAN TO THE VERY TOP

In the Junior BRC – the competition for front-wheel-drive Rally4 cars – it was to be plain sailing for the Irish crew of Eamonn Kelly and Conor Mohan. Kelly had already netted the drivers' title on Rali Ceredigion and came to Yorkshire to deliver the co-driver title for navigator Mohan. Mohan from Monaghan watched his driver seal his championship last time out, due to the fact Kelly played

his points earning Joker Card earlier in the season that is only available to drivers. Mohan had two days and six stages to bide his time and keep his driver on the straight and narrow to produce the Junior BRC double inside the Ford Fiesta Rally4. Kelly and Mohan delivered a fine performance in the forests of Yorkshire. They only needed a handful of points, but the win sealed it in impressive style. The Trackrod win backed up a stellar year for the duo,

who also took wins on Rali Ceredigion, Grampian and Jim Clark rallies. Their prize is a funded drive on a European round of the World Rally Championship in 2023 at the wheel of a Hyundai i20 Rally2. Elsewhere in the Junior BRC, Johnnie Mulholland and Eoin Treacy struggled to keep on the coattails of their fellow countrymen on the gravel, but they bolstered their chance of securing runner-up spot in the junior formula by

taking second in their Ford Fiesta Rally4. Welshman Ioan Lloyd recorded a breakthrough podium on home soil last time out and came to the gravel in high spirits in his Peugeot 208 Rally4. With Sion Williams sat alongside, the pair made a good start in the darkness of Dalby, but on the first test of the second day, they were parked up on the roadside with driveshaft woes – instantly retiring them from the event.

Carmichael/Arthur Kierans in their Hyundai i20. The Ulsterman doesn't enjoy driving in the dark and was delighted just to reach the end of the 11-mile test. Craig Jones/Ian Taylor who drove their first gravel stage at night were also pleased to get out of the forest in one piece. The second and final day would be where the majority of the rally would be played out, with five timed stages broken up by a lunchtime service halt. With the lamp pods taken off, Osian Pryce and Noel O'Sullivan woke up in an inspired mood, picking up where they left off the previous night. The Melvyn Evans Motorsport-prepared machine was firing on all cylinders and Pryce was at the top of his game, keeping his nose clean and extending his lead by another 9.5s to eke out a 24.5s edge after just two stages. Finishing off a championship and putting it out of reach of rivals was something the Welshman struggled to do on the Ulster Rally in 2021, his best chance to date, and the three-time BRC runner-up was in no mode to repeat the agonising blow this year. His dominating march continued on the next two stages before service and with four out the six stages ticked off, all with stage wins, Pryce had a healthy 28.5s lead in his pocket, and with only minor detailed work to be carried out in service, he was in the perfect position to serve for the game, set and match.

Behind, the usually metronomic Cronin had a terrible start to his day with a spin and overshoot costing him valuable seconds to those around him – 22.6s to be precise – and just a handful of seconds away from being pushed off the podium. After that physical blow on SS2, it was a mountain for the Irishman to climb, as he struggled to get into a rhythm once again. Third and second fastest stage times was all he could manage before service. Bell and Freeman were enjoying their strongest BRC showing to date. Off the back of two podiums, the Skoda pairing were right in the fight for their best BRC result, as was Williams and Roberts in their Hyundai, who were trying their best to break their gravel podium duck. The three teams were blanketed by just 5.2s coming into service, making the atmosphere palpable going into the final two tests. Following a short service, 24 miles stood between Pryce and his dream of becoming a BRC champion. It felt agonisingly close. Cronin was quickest on stage five, pulling five seconds back on Pryce, but even the multiple champion could feel this one slipping through his fingers. He did however want to finish the event on a high and closed the gap to Bell in front to just 1.2s. The stage time difference between the top-five crews in the penultimate stage was just 7.6s across the 13 miles – underlying the

“I think this will take some time to fully sink in”

Osian Pryce

close competition between the top drivers. With just one stage to go and a 23.6s breathing space, Pryce stared towards his fourth win of the season and his biggest title to date, as he engaged first gear and rocketed off the startline, 11 miles to go until his destiny. Cronin went fastest with Williams finding his form in the Hyundai second, while Pryce and O'Sullivan punched the air as they crossed the line – third quickest – enough for them to hold onto the win and enough to seal them the British Rally Championship for the first time. Playing his Joker Card, another five points were added onto the scoreboard, putting the championship out of reach for his rivals. “I have always wanted to have my

RESULTS

Trackrod Rally Yorkshire British Rally Championship
Round 6/7 When: September 23-24 Where: Filey, North Yorkshire

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Osian Pryce/Noel O'Sullivan	Volkswagen Polo Rally2	54m12.7s
2	Keith Cronin/Mikie Galvin	Volkswagen Polo Rally2	+20.4s
3	Ruairi Bell/Max Freeman	Skoda Fabia R5	+26.6s
4	James Williams/Dai Roberts	Hyundai i20 R5	+32.9s
5	Garry Pearson/Dale Furniss	Skoda Fabia R5	+1m13.6s
6	Eamonn Kelly/Conor Mohan	Ford Fiesta Rally4	+7m27.5s
7	Craig Jones/Ian Taylor	Ford Fiesta 4x4 Proto	+7m46.6s
8	Johnnie Mulholland/Eoin Treacy	Ford Fiesta Rally4	+9m30.9s
9	Alan Carmichael/Arthur Kierans	Hyundai i20 R5	+10m58.3s
R	Ioan Lloyd/Sion Williams	Peugeot 208 Rally4	DNF

name on that famous trophy” said an emotional Pryce at the ceremonial finish. “It has been such a long process to make this happen over the years and I have to say a huge thank you to everyone who has made this happen, it has been some journey. “We have been patient, the hunger never faded so I'm so glad we persevered and kept at it. I've tried to do this for many, many years and I'll forever be in debt for people's generosity, kindness and support, I just hope this repays them because I'm very proud of them and proud at what we have achieved here. I think it will take some time to sink in.” Pryce becomes the 40th different driver to win the British Rally Championship in the series' 64-year history and first to

congratulate him was the 38th winner of the title: Keith Cronin. Along with Mikie Galvin, the pair finished second overall and look set to finish as runners-up in the championship. Ruairi Bell and Max Freeman made it a hat-trick of third-place finishes, holding off a charging James Williams and Dai Roberts at the end. Garry Pearson and Dale Furniss rounded out the top-five BRC crews after two hard days of competition. Craig Jones and Ian Taylor won the National class, while Alan Carmichael and Arthur Kierans survived a failed water pump on the last stage. They just managed to limp the i20 home to the ceremonial finish to secure them the National title.

FEATURE

RALPH FIRMAN JR:

"RACING HAS ALWAYS BEEN IN MY BLOOD"

*He's a multiple champion and a Formula 1 racer who now has grand plans for his family's famous Van Diemen name, as **Graham Keilloh** discovers*



Firman is back on the racing scene

Some usual questions seem a touch redundant with certain racing drivers. With Ralph Firman Jr, our latest Motorsport News readers' Q&A guest, it indeed barely seems worth asking the standard one about how he first got into motorsport.

He is one born into motor racing, to the point that he recalls as a child having Ayrton Senna living in his house, and having Senna's Lotus Formula 1 overalls drying on the washing line. Beat that for an anecdote.

Firman's father, Ralph Sr, co-founded and ran the famous and prolific Van Diemen constructor, which helped many famous names on their way including the afore-mentioned three-time F1 champion.

Yet Ralph Jr behind the wheel quickly showed he has talent in his own right, with a textbook rise as a Formula Vauxhall Lotus race winner, McLaren BRDC Autosport award winner, then in 1996 he did the double as British Formula 3 champion and Macau winner.

Firman's path then took him to Japan where he raced in the high-quality direct F1-feeder Formula Nippon. He won its 2002 title and from there reached the pinnacle of an F1 race seat in 2003 with Jordan.

After that Firman was a long-time and championship-winning racer in Japan's advanced GT competition, and represented Ireland in A1GP. He remembers both experiences fondly.

Now he's back on the scene with a new project relaunching his father's famous Van Diemen name, starting with a track-day car available in the UK and an equivalent racing in Sports Car Club of America's P1 championship. But, as we find out, that is just the start of Firman's ambitions for the company.

We were very grateful that he took a little bit of time out from this to answer MN readers' questions. And given Firman is to a large extent bringing his family's business full circle, we'll do the same and start at the beginning.

Question: Who were the key influences in his early career?

Paul Lawrence

Via email

Ralph Firman Jr: "Obviously being brought up around motor racing with Van Diemen and I've always been going to race tracks from an early age and been around cars, so it's always been in my blood essentially.

"But I'd say Ayrton Senna is probably

Photos: Motorsport Images, Jakob Ebrey



Firman's F1 time was unlucky

the biggest one. And I can remember him staying with us, he was around when I was young. Don't remember so much about that but there was a lot of other great drivers vying for my father and Van Diemen in Formula Ford, [there is] quite a long list but he was one of the greats and I do remember him living with us when he was racing at Lotus for a while, when I was very young.”

MN: What do you remember about Ayrton living with you?

RF: “Well nothing in particular, I just remember him around the house, but there's been so many other drivers go through Van Diemen it's difficult to pinpoint on one but I'd say he was the one I followed more than others onwards from there.”

MN: So how did it work, was it a case of that you could remember him from Van Diemen and you obviously saw him become a big celebrity?

RF: “Not really from Van Diemen, I remember him from when, I think he was renovating the house or something,

somewhere else in England, in Surrey actually, and he lived with us for six to eight months around that time when he was in Lotus. Lotus is just up the road and [his] overalls and stuff were on the line.

“And also he was helpful when I started racing. He actually bought me my first-ever go-kart engine from DAP, he was a works DAP driver, I don't think that company's around anymore. But right from the early age that was memorable that he helped out in that and also helped out with getting support from Mugen engines to race in Hong Kong in a downtown go-kart race as well. So he was helpful through that bit as well when I was just starting out having fun.”

Question: Was his racing background ever a hindrance in his career?
Callum Smith
Via email

RF: “I don't think it was, I think it was an advantage. Well it never hindered me but when I was racing in Vauxhall Junior I think some people thought I had different equipment to everyone else. Because it was a one-make championship made by Van Diemen and because I was winning in that the end of the season there was a protest went in that they got my car chopped up, and tested all the metal on it, because they thought it was different to the other chassis. And obviously clearly it turned out to be exactly the same, so that was that. And obviously then further on I was still winning in other manufacturers as well so it wasn't [different] clearly, it was the same as everyone else.”

MN: Obviously there's also the flipside to that, did it help you in a few ways on the way up having the link to your father and things like that?

RF: “It was only the first year in cars I continued on page 22



Firman was brought up around motorsport with his father's famous Van Diemen constructor

“I can remember Ayrton Senna living at my house!”
Ralph Firman Jr

FEATURE

raced in my father’s equipment, after that it was always different manufacturers not connected with them. But I think it did give me [that] I was more interested in cars and learnt a lot about the technical side of the car as well which was a good advantage when trying to understand engineering and how things are built and made as well. So I think it was an advantage and certainly not a hindrance at all.”

Question: *What was it like to win the McLaren BRDC Autosport young driver award and what did it do for your career?*
Tim Smith
Via email

RF: “That’s obviously an amazing thing, one to get chance to enter into but to win it, it’s a nerve-wracking evening at the awards and to win it was great. I’m very proud to have it on my CV and we got the chance to drive an F1 car with McLaren.

“But what did it do for my career? I don’t know if it actually did anything. It was a £10,000 or £20,000 reward at the time. It was a very prestigious thing and nice thing to win, [but] I don’t think it actually led to anything really.

“It was an F1 test [as prize], I think we got 15 laps, 20 laps, around Jerez, they piled a few of us in on the same day. So it would have been nice to get a full day and try and be assessed properly but that’s one of those things. Maybe they’ve changed things slightly from now on but at the time I didn’t really see it do anything.”

MN: Do you have any recollection what you put the money into?

RF: “The next year was Vauxhall Lotus, it went straight into racing, ’93 I won it so ’94 [I did] Vauxhall Lotus. Paul Stewart got it [laughs].”

Question: *How difficult was it to go to Japan after F3?*

Karim Eloukbani
Via Twitter

RF: “Japan is a very highly regarded racing series and it’s a certainly a different lifestyle to go to compared to Europe so it was a bit of a shock. But we had a great expats community there, all the drivers from all over that were non-Japanese lived basically in the same building near Mount Fuji and we had a great rapport and it was very different to racing in England where you don’t really socialise that much with the other drivers whereas there you live and breathe living with them and training and having lunch and dinners all the time.

“But racing over there was amazing and I really really enjoyed it. Very professional series in all of them, in Formula 3000 or Formula Nippon, or Super Formula, it’s changed name over the years, and then GT racing was fantastically works supported by the big three manufacturers – Honda, Nissan, Toyota – and it was great.

“It was really a great experience living and racing there, loved it. But it is a little bit of a culture shock when you first move there. But working with the Japanese



couldn’t have been nicer, they’re lovely people and I really enjoyed it. And extra benefit over there is the development on the car and tyres especially, every time you go testing there’s new compounds and constructions and you learn a huge amounts through that as well so it was a great learning curve.”

MN: Tell us too about your Formula Nippon championship that you got?

RF: “I raced in it for a few years over there. For the first few years I wasn’t in a car that could win. It was mainly with G-Force and their car was just uncompetitive. And then I got a chance to race with Nakajima in the Reynard car, at the time the Reynard and the Lola were the best two cars and thankfully I managed to win a championship.

“It was very stiff competition over there, it was as tough to win there if not tougher than winning the British F3 over here and yeah it was nice to do. Should have won it the first year with Nakajima, unfortunately the gearbox broke at the penultimate race when leading but apart from that we managed to win it in the second year which is great.”

MN sets the scene: Firman in 1996 won a British F3 championship and a Macau Grand Prix double with Paul Stewart Racing, just before Stewart Grand Prix entered F1 in 1997.



Question: *Did he expect a call from Stewart at one point for a race seat?*
Karim Eloukbani
Via Twitter

RF: “I was hoping so but it never materialised. But we’re still friends with Paul and occasionally meet up with him at different places around the world.”

MN: Was it something that was ever discussed or anything like that?

RF: “I can’t remember it but obviously winning Macau Grand Prix was a highlight with Paul Stewart Racing and the British F3 was nice to be able to the double in ’96 with them.”

MN: So what was it like being at the team at that time when it was just on the cusp of moving into Formula 1?

RF: “They started the programme the year after I left so I think it was just announced as I was leaving. But there was a great camaraderie within the team already there, they had Formula 3000, Formula 3 and Vauxhall Lotus all under the same roof and it was an impressive set up. They obviously went out and did extremely well for many years dominating those championships.”

Question: *What on earth was it like to deal with EJ [Eddie Jordan]?*

Adrian King
Via Twitter

RF: “Eddie’s maybe a slightly different

character to the other owners but what he achieved was very impressive wasn’t it? I think he’s the last person to really come through and build a team from nothing and be successful with it. He’s maybe different to the other bosses I had, a bit more lively, but he’s fun to be around.”

MN: So your deal to do F1 with him, how did it come about?

RF: “I bumped into him, funnily enough that was the year I won the Formula Nippon championship and we bumped into Eddie in St Barths and then we invited him over for dinner at the Eden Rock hotel and had a nice meal and started discussing it from there on. So it was over that New Year actually, 2002, and got discussing and chatting from that point and put a deal together a couple of months later.”

MN: How do you look back on your season in F1?

RF: “It was obviously a great experience, I loved it. I feel a bit unlucky with it, I had a lot of big accidents with things falling off the car. Australia the first race the suspension came loose which made me crash, then Brazil I had a big crash with the front wheel falling off and then there were a couple of other times things snapped in half and then I had the big crash in Hungary [when the rear wing detached and Firman was hospitalised].

“So I was a bit unlucky with things [that] were breaking on the car that shouldn’t have been and I felt a little bit unlucky not to get another chance on it from there. It felt like a lot of the people I’d beat when I was in Formula 3, when I was heavier than them with the disadvantage, went on to do lots of years there. I was a little unlucky not to get another crack at it but that’s life.”

MN: Was there any possibilities or discussions around continuing in F1?

RF: “There was, I think it just came down to money. Eddie got some quite good deals for large amounts of funding from people and that wasn’t really the option at the time.

“But in F3 there’s [Juan Pablo] Montoya I beat in British F3, [Helio] Castroneves was my team-mate, and then Macau there was [Nick] Heidfeld, [Jarno] Trulli, there

was probably a few others that I went on to beat that year when we won the Macau Grand Prix and they were all successful. And Cristiano da Matta was in British F3, so there was a good group of people that got a good crack at it in F1 but because they had probably a bit more cash to carry them through to be able to prove themselves at that point.”

Question: *Tell us about your 1996 controversial Macau win from your perspective!*

Alexander Cameron
Via email

RF: “The car was great that year and we were quick in the first race and got into second and just finished behind Nick Heidfeld and we made some small changes to the car and felt we could be a little bit quicker in the next race.

“At the time the rules were that it was the first and second race added together, an aggregate of both races. Heidfeld and myself had a bit of a gap on everyone else, we were much quicker than everyone else. And then the start of the second race Heidfeld went straight on at the first corner and from that point on basically I knew I just had to drive round to win the race and if someone was coming up the inside, it was 50-50, I just let them go and just stayed out of trouble.

“Until the last lap when Tom Coronel and [Soheil] Ayari came together and Ayari got a puncture and he basically weaved all over the track. And when I went to go past he drove into me and damaged the suspension and when I went round the hairpin – it wasn’t on purpose I can promise you – the car went into the barrier and caused a red flag. And literally looking back on the video it was Trulli, who was actually leading who would have gone to win it, he was probably 10 metres from the line, they pulled the red flag and went back one lap.

“But if you take it up to that point where no-one got a puncture, I was leading the race easily and if nothing abnormal had happened on the last lap we would have just cruised round and won the race. So it

“The new Van Diemen will have FIA F2 downforce”

Ralph Firman Jr



Firman beat tough
Formula Nippon field

might have been controversial but I was leading up until that point, it was just a freak thing that would have denied it so I felt like it was a well-deserved victory.”

MN: So what was it like after the race, were there arguments or anything like that?

RF: “We didn’t get involved in any, no we were just happy. I remember it was a great atmosphere on the podium with lots of British people come over from Hong Kong singing Swing Low Sweet Chariot, and it was great. It was an amazing atmosphere so it was good on there with Paul Stewart.”

Question: What it was like to race in Super GT?

Ross Austwick
Via email

RF: “Those cars are amazing. They’re very high downforce cars. I think at the time they were two or three seconds quicker than DTM and being part of a whole championship, the development on the engine and aerodynamics and car and tyres, it was a non-stop process throughout the whole year.”

“I think in 2005-’06-’07 all the manufacturers had a test team which they eventually stopped. So it was very very well supported by the car manufacturers, and they were almost like a single-seater to drive but a heavy one, but they were incredibly fast for a touring car.”

“And you had a Japanese team-mate who I got on really well with, Daisuke Ito who is a lovely guy and we worked really well together. We were a little bit unlucky not to win the championship a bit more often, we finished second two or three times, but we managed to win it in 2007 quite comfortably. It would have been nice to have won the championship a few more times but I’m still the leading Honda race winner I think over there in Super GT.”

MN: When you started in GT you weren’t all that long out of Formula 1 so how was the adaption side of it?

RF: “It’s pretty easy, obviously they’re much much slower than Formula 1. But

stepping down to anything from Formula 1 is a lot easier than stepping up but because they were full carbon chassis and race cars it’s essentially a big single-seater.

“And [it’s] a pleasure to work with the Japanese, and setting them up you can change anything on the car even developing geometry and suspension throughout the year. Any championship where you can race, where it’s all open and where you can have free tyres, change anything on the car and set-up, there’s not many of them around the world. It was always nice to be able to do that to try and get the best out of the car and team and try your best to win as well.”

Question: We’d love to hear any memories Ralph has of his time in A1GP.

A1GP - The World Cup of Motorsport
Via Twitter

RF: “A1GP, I thought it was a really great concept championship and it’s a shame it didn’t keep going. I guess they didn’t quite have the right business model behind it but I thought it was a great concept and really enjoyed it.”

“They did it over the winter period, Formula E have kind of copied that concept of racing time period from A1GP which was smart of them. And when we did all the testing [series founder] His Highness Sheikh Maktoum came to all the testing and I got to meet and chat with him, just as a small niche team from Lola. I did all the pre-season testing, and I wasn’t actually planning to race and then we did a deal with Ireland later on to be able to race for them and it was really an enjoyable and good experience. To be back racing in Europe as well was lovely.”

MN: Was there any possibility for you to continue in A1GP?

RF: “There was, I had a lot going on, there was a lot of testing and stuff in Japan and Japan was still my main focus at the time racing for Honda in Super GT and that took preference really over anything else at the time.”

MN sets the scene: Superstars was a BBC show that pitted a variety of sporting stars

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Firman had a fantastic time in Super GT in Japan and took the 2007 championship alongside Daisuke Ito

FEATURE



against each other in a series of sporting disciplines. Firman appeared on the show as a contestant in 2005.

Question: *What was it like doing Superstars?*

Michael J Gillespie

Via Facebook

RF: “[Laughs] That was a wonderful experience. It happened to be just after the Olympics so everyone else was in pretty good shape at the time, the British guys. But it was nice to mix the sports and to do that was really fun.

“I think everyone was pretty relaxed, and everyone took it very seriously but obviously did enjoy themselves afterwards as well. There was a couple of characters, Sir Chris Hoy, wasn’t Sir Chris [at the time], was there, I met him, and there’s a few other sprinters that were there but I fondly remembered [Scottish rugby union player] Doddie Weir as well who is sadly struggling, so there was some very impressive athletes there.

“And it was great. I wish they’d kept it up and done more of it, I think it would still be a great spectacle to have on TV now. And it was nice to mix all the sports together and see how fit everyone was in their given areas because as you did the different sports, different disciplines, everyone had their strengths and weaknesses based on their sports and

physical attributes so it was really nice mixing that up and yeah seeing how you compare to Olympic elite athletes at certain things.”

MN: Was there any discipline that you were particularly strong at?

RF: “I think I won the canoeing, and the bike riding I was quite good on. Swimming I was good at, I trained a lot at swimming and love swimming. But I think they were all very short [and power-orientated] disciplines and motor racing you’re not built for muscle are you? And also bike riding I did well.

“And I was absolutely dreadful at shot put [laughs]. They’re quite heavy those shot puts, they’re much heavier than I first thought, when you pick one up you’re like ‘oh dear’. One, I’ve got no power like that and two I had no technique, so I had neither [laughs].

“And the running was an interesting one because we did it with Jamie Baulch, he was a 400m runner, he did well, and there was a 100 and 200m runner doing it, I can’t remember the name off the top of my head, but we got quite close to having a go at him over a kilometre but he just nicked it at the end. I don’t think he’d ever run further than 300m so I think he was a bit nervous [laughs].”

MN sets the scene: Firman’s sister



Nastasha Firman won 2004 title

Natasha in 2004 won the inaugural Formula Woman championship, an initiative to help woman get involved competing in motorsport. It was a competition wherein over 10,000 women entered and 3500 were assessed at race tracks and whittled down to 16 racers to compete in the one-make Mazda RX-8 championship.

Question: *What was your sister Natasha Firman like as a driver and could she have gone further?*

Alex Edwards

Via email

RF: “She did the Formula Woman, I can’t remember how many thousands of people they started out with but I genuinely know she’d done no driving ever prior to that championship and she went on to win it and I’m sure if she’d wanted to go further and do more then maybe she could have done.

“But she probably would have been best if she’d started a bit younger in life, but she’s doing well with the academic side of stuff and been very successful in her chosen career [in the City] now anyway.”

MN: Was there any particular reason why she didn’t start racing sooner?

RF: “Well she’s into horses, she does horse riding, so I think she was focusing more on the horse riding and she got up to a high standard in three-day eventing. You obviously can’t do everything, you need to do one thing or the other.”

MN: Do you have any idea why she didn’t go on from Formula Woman to do more racing?

RF: “I don’t, no. I think at the time there wasn’t so much support as there is now for women in racing and then it would have been potentially going through the same steps I went through. It was probably 10 years too early for the women to get a bit more help and support moving on with that.

“But I do remember when I was racing go karts there were some excellent female drivers. Lotta Hellberg was one, she was extremely fast in the kart, and Sophie Kumpfen who is Max Verstappen’s mum,

they’re excellent drivers. I don’t know why they couldn’t go on to try in cars but I’m sure they could have been successful as well, I’m sure there’s been a lot of women who could have been successful.”

Question: *Will there be a Formula Ford 1600 chassis for club racing [from your new Van Diemen project] and will the halo be adopted?*

Alan Deans

Via Facebook

RF: “We have actually got a Formula Ford 1600 car, a new one my father built under RFR cars and we went out and won the championship in 2017, but didn’t appear that there was much of a market unfortunately for selling new cars to.

“But we could put a halo on it if someone wanted, it’s just obviously slower, and we’ve done all the calculations on what would need to be reinforced and worked on to be able to do that. We’d have to change the chassis slightly, make it a bit wider at the back behind the helmet to fit the halo on.

“But not a big problem to do it, it’s just slower with the extra weight. If there’s a market for it we would be happy to chat to someone about it but unless everyone does it you’re at quite a big disadvantage given the extra 14 kilos in a steel halo is a much larger percentage on a small-engine car than a bigger one.”

MN: Tell us more about the new Van Diemen project.

RF: “The new Van Diemen car, we’re super excited about this. There’s been a lot of hard work put into it but also the CFD data and downforce results are coming out extremely well and much better than we anticipated. We’ve actually gone to different companies to check the CFD results because we thought they were coming out a little bit too high the first time, and they’ve come out the same as well the second time with TotalSim.

“And we’ve continued working with TotalSim since then. They’ve got a good history of producing known results and so

it’s a good baseline and the car looks like it’s going to have around FIA F2 downforce on it. I think we will be quicker than FIA F3 with the standard 350bhp or around the same lap time as an FIA F3.

“So can’t wait to get it on track and be able to do some good lap times and hopefully other people can buy the car and enjoy it. It’s going to be able to perform and do well and should hopefully also be an easy car to drive, we’ve tried to make it so it’s easy to drive but also it’s going to be very impressively quick.”

MN: When do you hope the first one will hit the track?

RF: “Well subject to delivery of parts from third-party suppliers, March next year. We’ll be at Snetterton, over the road [from the factory], and fingers crossed it’ll be a dry day, but at that time of year who knows?”

MN: And what was it that inspired you to bring the family name back as it were?

RF: “It was very sentimental. I’ve grown up around [it], this company started before I was born so I’ve got a very sentimental attachment to it and have been around in and out of the factory and offices for all of my life basically when I was younger and it just seemed like a nice thing to bring back and it means a lot to the family so that’s the main thing.

“And hopefully there’s a bit of support out there for it as well with lots of people having good memories maybe many years ago driving in the ’80s and ’90s. I’m sure they’d like to see the name back as well and producing cars.”

Question: *What are your ultimate goals for the new Van Diemen project?*

David Will

Via email

RF: “Ultimate goals are to try to make a dent in the track-day market and we’d like to look at setting up our own race championship in the UK to start with and have that running alongside. And then the two angles to the first car, one is the track-day market, and [the other is] the car has

“Maybe we can supply chassis to IndyCar one day”

Ralph Firman Jr



Van Diemen is back with performance for low cost

been designed as a pure race car which is probably different to any other car that’s targeted the track-day market before.

“And we’ve done that so the car is eligible and as an attractive prospect for one-make race championships. And our heritage is racing, and that’s still where our passion lies is in competing and winning races but also we’d like to look at providing one-make race championships, supplying Van Diemen as a one-make supplier to race championships.

“And potentially even trying to lower the costs of racing as much as we can from our side to try and help make it more attractive for more families and people to come into motorsport and get through the lower formulas to be able to have a chance of F1 because I think it’s only good for racing, the wider the spread of talent and varied backgrounds [the better]. It can’t just be for rich people, it should be for multiple backgrounds of people to be able to come through racing.”

MN: Was it anything in particular that inspired you on that front or was it just a general observation of the motor racing scene?

RF: “It’s a general observation. When I was racing there was definitely a wider background of people who could afford to do it. It’s a loss for racing that that’s still not there because the wider the net the better chance of more talent coming through. You always want to have the best talent and people in any sport but motor racing it’s quite expensive now isn’t it so it’s not for everyone anymore.”

Question: Are you now a retired racing driver?

Ellie McIver
Via email

RF: “I will be testing this car but officially I’m retired from professional racing at a high level, sadly [laughs].

“I stopped racing in Japan, I got fed up with the travelling and everything and then after about a year and a half I missed it but I haven’t tried that hard to race again.

But yeah I guess when I stopped racing in Japan was the end of it then.

“But yeah I do miss it, I think you’ll always miss racing in big professional teams and I got the kick from getting good results and qualifying hopefully quickest and winning races, maybe not just driving quick cars but the competition side of it is where I miss it and doing well.”

MN: Do you think your latest project will go any way to substitute for the adrenaline?

RF: “I enjoy testing and driving the cars because I’ll do the initial development on it, but I don’t think you can ever go back to the adrenaline you get from winning in races and championships and that buzz can never be replaced.

“Even though we have some ambitions to build some quite impressive track-day cars, longer term we’d like to keep building them up to quicker and quicker and bigger engines on the track-day stuff and hopefully then those same chassis will be built with a real targeted focus on keeping our company overheads down so we can offer the products at lower cost than our competitors on pricing. So then we can target Formula 3 and F2, [that] is what we’d like to be really focusing looking at long term in Europe and then looking over in Japan F3 or Super Formula Lights. F3 and F3000, we’d love to look at trying to have a go at getting a one-make championship for those as well. Who knows, maybe IndyCar one day as well.”

MN: You’ve certainly got ambitions!
RF: “We actually have experience in IndyCars in the family because my father actually when he sold the business took over running G-Force and was responsible for building all the G-Force IndyCars for a few years, which they went on and won IndyCars at the time, won Indy 500 when it was an open championship with different manufacturers. So we have experience in those bigger cars but just not under the Van Diemen name.” ■



Van Diemen return means lots to family

BTCC REPORT: SILVERSTONE

IN BRIEF

Tributes carried

In the first race meeting since the death of Her Majesty Queen Elizabeth II all the cars on the British Touring Car Championship grid carried a special decal to commemorate her reign. The drivers and team personnel held a minute's silence on the grid before the opening round of the weekend.

Practice is perfect

Championship chasers Tom Ingram hit the ground running at Silverstone when he set the fastest time in the opening free practice session in his Excelr8 Motorsport Hyundai i30 N. He led Ricky Collard's Speedworks Toyota. The second timed session on Saturday morning was topped by the Ciceley Motorsport BMW 330e M Sport of Adam Morgan.

Butcher hooks it

Double 2021 Silverstone winner Rory Butcher continued his hot form at the track by snaring pole position on Saturday, his first of the season. The Speedworks Motorsport Toyota Cololla driver clocked a 57.374s lap (102.93mph) to seal the position ahead of the MB Motorsport BMW 330e M Sport of Jake Hill. Ciceley Motorsport BMW 330e M Sport man Adam Morgan was third in the 30-minute session, where the top 26 drivers were all covered by less than one second.

Hill stays on top

A front-row starting slot for Jake Hill at Silverstone meant that he maintained his position at the head of the Goodyear Wingfoot award, which totals up the drivers' best qualifying performances over the 10-meeting season. He has a healthy advantage over his WSR BMW 330e M Sport stablemate Colin Turkington with just the final round at Brands Hatch remaining.

Cook claims crown

BTC Racing Honda Civic Type R driver Josh Cook has provisionally claimed the Independents Trophy in the British Touring Car Championship with one round of the series remaining. The Bath racer is now 92 points ahead of the Ciceley Motorsport BMW 300e M Sport of Adam Morgan with just three races left. Morgan can still be beaten to second spot in the standings by Team Hard Cupra R racer Bobby Thompson.

Thompson on track

Team Hard Cupra R racer Bobby Thompson is on course to achieve his pre-season ambition of winning the Jack Sears Trophy at the final meeting at Brands Hatch on October 8-9. The Essex racer took three wins in the division for drivers who had yet to stand on the podium ahead of the start of the campaign. He took advantage of a troubled weekend for his major rival for the silverware, George Gamble. Gamble's Ciceley Motorsport BMW 330e M Sport ground to a halt in qualifying and then he was forced to pit with a broken splitter in the opening event, which scuppered his hopes of a class triumph.



Hill has turned up the title heat



Hill and Butcher were both race winners

HILL PUTS HIMSELF IN THE BTCC TITLE CHASE

MB Motorsport BMW was a master at Silverstone last weekend. By **David Addison**

As Sunday dawned at Silverstone for the annual visit of the BTCC to the Northamptonshire circuit, a BMW driver led the title race. By the end of the afternoon, a BMW driver had starred. Business as usual? Far from it.

WSR driver Colin Turkington watched his championship lead become fourth place, Jake Hill was the driver of the day to move into second place in the championship in his MB Motorsport BMW 330e M Sport as Ash Sutton put himself at the head of the table in the Motorbase Performance Ford Focus.

Brands Hatch promises to be a thriller in two weeks' time.

Race 1

After finally nailing a first pole position of the season, Rory Butcher (Speedworks Motorsport UK Toyota Corolla) bolted away to lead the pack into Copse on lap one of the opener, eager to break away as the rear-wheel-drive BMWs around him struggled to get heat into their tyres. As the Scotsman built a healthy lead on the opening lap, the battle raged behind between Hill, Adam Morgan's Ciceley Motorsport BMW 330e M Sport and Tom Ingram's quick-starting Excelr8 Motorsport Hyundai i30 N.

Ingram dived past Morgan at Brooklands at the end of the opening lap, but then tagged Hill a lap later on his rear corner. Ingram did the right thing, slowing to let Hill through, but Ting felt Hill had retaken the place rather slowly which meant that others were able to attack Ingram as well. Such is the way of the championship at this crucial stage...

Morgan moved back ahead and tried everything to dislodge Hill to no avail, but after five laps the gap between Butcher and Hill was coming down: the BMW had tyres that had now switched on and Hill was on the attack, despite the omni-

present Morgan applying pressure behind him. Ingram, for his pains, had copped a whack from Sutton's Focus that sent the Hyundai sideways at Luffield and added to his woes. Thankfully, little damage was sustained and Ingram battled on, as did his aggressor, Sutton recovering from what he called a "dog poo" start.

But there had been even more drama in the pack on the opening laps of the race and it was here that Turkington came a cropper. Having qualified 10th with no hybrid allowed, Turkington was the victim of a busy road after Dan Cammish (Motorbase Ford Focus) hit Ricky Collard's Speedworks Toyota at Brooklands and fired him wide. As Ricky re-joined the road, the gaggle of cars compressed and Turkington was spat into a spin.

He rejoined, but in his efforts to make up ground, he tangled with Jack Butel's Excelr8 Hyundai at Luffield and damaged his steering plate. Repairs were affected, nine laps were lost and although he rejoined he wouldn't be classified as a finisher. Zero points to Turkington.

And while the WSR mechanics toiled for Turkington, so the safety car was on track after Ash Hand (whose Power Maxed Racing Vauxhall Astra had started from the pitlane after refusing to fire up on the grid) tangled with Sam Osborne's Motorbase Ford Focus and plunged into the Becketts gravel trap.

Butcher's lead, which had been reducing rapidly, was now non-existent as the field bunched up behind. Butcher's restart was a clever one, waiting until the last moment to accelerate away so as to reduce the rear-wheel-drive BMW's advantage on the run across the line and Rory's defence was masterly. When asked when the cautious approach Hill claimed to be adopting pre-race had changed, he said: "After the safety car, I thought 'Let's have a go'. It didn't work though..."

Butcher fended off every challenge from Hill, while Morgan shadowed them

home, never quite finding that last tenth to have a proper go, but happy that the car felt better than ever. Fourth, from eighth on the grid, was Gordon Shedden's Team Dynamics Honda Civic while Ingram bagged fifth from Sutton who was gifted sixth by team-mate Cammish on the last lap, and Collard recovered to eighth.

Race 2

Butcher, having emulated his 2021 Silverstone form of pole and race one win, started from pole for race two but now with a reduced number of hybrid laps, just seven available. Again he made a good start to head the pack into Copse, but as Hill was sluggish away this time, Shedden jumped into second from Hill and Sutton with Morgan fifth having been forced wide at Brooklands on the opening lap.

As Shedden chased brother-in-law Butcher, Hill had his hands full of Sutton for third, Ash having made up for his duff getaway in race one and the Ford was up from sixth and giving Hill a tough time as Jake worked the rear tyres to temperature. Behind, Turkington was coping with his uphill struggle from 27th on the grid and was 20th by lap two. Points beckoned...

Ingram relieved Morgan of fifth at Luffield on lap five as Hill's tyres kicked in and he set the fastest lap as he edged away from Sutton and homed in on Shedden, the BMW diving past just before the race was neutralised after Dexter Patterson's Laser Tools Infiniti Q50 was turfed into the gravel at Luffield.

With Hill thrown a lifeline, Butcher had to control the restart carefully and he waited until the exit of Woodcote again before accelerating to diminish the benefit of the BMW. The plan worked as he led into Copse, but Hill was soon back with him and on lap 11 tightened his line through Luffield to get alongside into Woodcote. The BMW slipped by into the lead and he tried to build the lead as Ingram squabbled with Morgan for fifth, the latter getting ahead on the outside at Luffield before Ingram who hung on to

the inside line into Copse finally moved back ahead, Ingram also bagging the point for fastest lap.

Then, a second safety car was needed as Collard's Toyota was in the Copse gravel ablaze. "I smelled fuel for a few laps," said the luckless Collard, "and talked to my engineer and I decided I'd try to get to the finish but then it let go."

Collard flung himself from the car but then remembered to go back and then of the ignition, at which point he inhaled all the extinguishant and needed a trip to the medical centre to check he'd not breathed in anything nasty. A fractured fuel line was the cause, a rapid repair job from Speedworks the result.

Another restart, another point of acceleration. Hill went earlier than Butcher had been to maximise the BMW's strengths from Luffield into Woodcote and he built the lead in the final stages to secure a third win of the season, all this with race engineer Craig Porley working remotely via the phone from his hospital bed having contracted pneumonia. With WSR team boss Dick Bennetts in his corner, Jake was well looked after.

Butcher secured second from Shedden, With Sutton fourth to move into the championship lead, while Ingram fended off Morgan for fifth, the latter's hybrid having failed during the second safety car period leaving him powerless to attack.

Talking of which, Turkington's hybrid didn't work in race two either, a rare failure for his BMW this season, but it meant that life was even tougher to get through the pack. In the end, 13th was a commendable result, but it meant that he missed out on any chance of lucking into the reversed-grid draw, in which pole for race three was taken eighth-placed Josh Cook (BTC Racing Honda Civic).

Race 3

With Cook on pole from Cammish, it was front-wheel drive to the fore as the lights went out and Josh made a decent getaway,

Photos: Jakob Ebrey

moving across to the pitwall to block Cammish, at which stage the first drama came as the two touched and Cookie had to save a monster slide towards Copse. Save it he did, and he led through Turn 1 as Cammish slowed to allow Sutton by and Morgan swept into second place, only to clout the rear of Cook at Becketts. As Cook again had to control an out-of-control car, he ran wide and Ingram swept by into the lead with Sutton second and Butcher third from seventh on the grid. In the background Hill was working up from eighth, waiting for his tyres to switch on...

At Becketts on lap four, Morgan was roughed up by Ollie Jackson who was going well in his Motorbase-run Ford Focus, but a lap later Mogan was in real trouble as he was hit by Stephen Jelley's BMW at Becketts as the pack compressed. The incident involved Turkington, too, but as Morgan spun in the middle of the corner, Hand and Collard tried to take evasive action and collected each other, bringing out the safety car.

On the restart, Hill had to work hard to retain his eighth place as Shedden tried to edge by at Becketts, but Nicolas Hamilton's Cupra expired exiting Copse and was stranded on the road. Cue the safety car again...

As the race went green again, Sutton was away slightly better than Ingram and attacked for the lead, but there was never a realistic chance for Sutton to make a bid for honours.

Ingram thus hung on to win for the fourth time in 2022, Sutton chasing him home and Butcher completed a better weekend with a third podium. But behind the podium finishers, all eyes were on Hill. He first moved past Jackson on the sole racing lap between the two safety car interludes, before attacking the Hyundai of Tom Chilton by diving past on the outside at Brooklands.

Then came a move on Cook a lap later, Hill displaying his now trademark move of taking a tight line round Luffield to ensure track position on the inside of Woodcote and the BMW made the traffic look pedestrian as he blasted by. And to prove that he could overtake elsewhere as well, he made a dive alongside Cammish exiting Becketts, again with a tighter line, that put him on the outside down Wellington Straight. His pace was such that he was ahead even before the corner and puzzled faces were shown on the TV feed as the BMW looked to be in a different league. Fourth was Hill's reward after a day in which he looked like a class act, the early season mistakes erased from the memory. A drive like this in two weeks' time could earn him a championship.

Behind him, Cammish and Cook rounded out the top six. Cook securing the Independent drivers' crown, but Turkington was only 12th, once again having to run without hybrid. It means his championship lead is gone but now we will see a different Turkington at Brands: he can go there and attack rather than have to defend a championship lead and that is something we don't see very often.

The championship is still wide open as Sutton leads it by five points from Hill, with Ingram a further two back, with Turkington 27 off the lead. There is no obvious favourite but a superb showdown is promised, especially as two of those fighting for the crown are in the same team and won't be helping each other. Let's just hope that hybrid technology has the reliability to make it a fair fight...



The three rounds were a struggle for four-time champ Turkington



Reigning champion Sutton now sits on top of the points table

SUPPORT RACES

Drivers just missing out on sealing the title with an event to spare was the common theme of the British Touring Car support series at Silverstone – Alex Dunne and Josh Rowledge, in particular, coming agonisingly close to claiming the British Formula 4 and Ginetta Junior championships, respectively.

Hitech GP's Dunne is champion in all but name after a contentious weekend. There was contact with his main rival, Carlin's Oliver Gray, at Brooklands in the opener, which sent Dunne spinning before he recovered to third, while Gray won on the road but was demoted to fourth. After an unsuccessful appeal, Carlin and Gray are set to take the matter to the National Court. There were more penalties in the partially reversed-grid race two, which was won by JHR's Georgi Dimitrov.

Gray was sanctioned for sending Dunne off track as he defended out of Woodcote and Dunne for barging Gray out of the way at Becketts. Just three full racing laps were held in race three and, with Gray winning and Dunne third, it was not quite enough for the Irishman to officially be uncatchable.

It was a track-limits penalty when

running third in the finale that thwarted R Racing's Rowledge. He had impressively won the first two bouts, but was demoted to fourth in race three. With Elite's Will Macintyre promoted to the win when Sonny Smith sent Kanato Le spinning at Brooklands, Macintyre *just* kept his title chances alive.

For James Kellelt in the Ginetta GT4 Supercup, it was a DNF from a sheared bolt connected to his driveshaft that proved his undoing, before the Century driver triumphed in the rearranged Thruxton contest.

He stormed through from the back to pass Tom Emson into Becketts for the win on race three's final lap, but Emson resisted him in the finale.

Two wins for Kiern Jewiss – the second aided by Adam Smalley spinning Will Martin and a track-limits penalty for Gus Burton – mean the Team Parker racer is on the cusp of Porsche Carrera Cup GB glory.

Similarly, a win and two seconds for Hybrid Tune's Sam Weller handed him a comfortable Mini Challenge advantage.

Stephen Lickorish

British Formula 4		
Race 1: Louis Sharp (Carlin); Race 2: Georgi Dimitrov (JHR Developments); Race 3: Oliver Gray (Carlin)	(Elite Motorsport)	Parker Racing)
Ginetta GT4 Supercup		
Races 1 & 4: Tom Emson (Elite Motorsport); Races 2 & 3: James Kellelt (Century Motorsport)		
Mini Challenge		
Races 1 & 2: Alex Denning (Graves Motorsport); Race 3: Sam Weller (Hybrid Tune)		
Ginetta Junior		
Races 1 & 2: Josh Rowledge (R Racing); Race 3: Will Macintyre		
Porsche Carrera Cup GB		
Races 1 & 2: Kiern Jewiss (Team		



Denning was a two-time winner in the Mini Challenge clashes



Race three victory was absolutely vital for Tom Ingram's Hyundai

RESULTS

BTCC Silverstone

Round 25

Laps: 24 Track: cold but dry

	DRIVER	TEAM/CAR	TIME
1	Rory Butcher (6)	Speedworks Motorsport Toyota Corolla	24m26.524s
2	Jake Hill (4)	MB Motorsport BMW 330e M Sport	+0.299s
3	Adam Morgan	Ciceley Motorsport BMW 330e M Sport	+0.551s
4	Gordon Shedden (7)	Team Dynamics Honda Civic Type R	+1.424s
5	Tom Ingram (3)	Excelr8 Motorsport Hyundai i30 N	+1.714s
6	Ash Sutton (2)	Motorbase Performance Ford Focus ST	+3.216s
7	Dan Cammish (8)	Motorbase Performance Ford Focus ST	+3.404s
8	Ricky Collard	Speedworks Motorsport Toyota Corolla	+4.077s
9	Stephen Jelley (9)	WSR BMW 330e M Sport	+5.511s
10	Tom Chilton	Excelr8 Motorsport Hyundai i30 N	+6.077s

11 Bobby Thompson (Team Hard Cupra R) +6.483s; 12 Dan Lloyd (10) (Excelr8 Motorsport Hyundai i30 N) +6.931s; 13 Josh Cook (5) (BTC Racing Honda Civic Type R) +7.286s; 14 Jason Plato (BTC Racing Honda Civic Type R) +7.882s; 15 Aron Taylor-Smith (Team Hard Cupra R) +8.621s; 16 Michael Crees (Power Maxed Racing Vauxhall Astra) +10.814s; 17 Jade Edwards (BTC Racing Honda Civic Type R) +13.162s; 18 Daniel Rowbottom (Team Dynamics Honda Civic Type R) +13.615s; 19 Ollie Jackson (Motorbase Performance Ford Focus ST) +14.346s; 20 Sam Osborne (Motorbase Performance Ford Focus ST) +17.542s; 21 Rick Parfitt (Team Hard Infiniti Q50) +18.151s; 22 Will Powell (Team Hard Cupra R) +23.297s; 23 Nic Hamilton (Team Hard Cupra R) -1 lap; 24 George Gamble (Ciceley Motorsport BMW 330e M Sport) -1 lap; R Aiden Moffat (Laser Tools Racing Infiniti Q50) 22 laps/damage; R Dexter Patterson (Laser Tools Racing Infiniti Q50) 17 laps/TBC; NC Colin Turkington (1) (WSR BMW 330e M Sport) 15 laps/pits with damage; R Ash Hand (Power Maxed Racing Vauxhall Astra) 10 laps/accident; R Jack Butel (Excelr8 Motorsport Hyundai i30 N) 9 laps/accident damage. **Pole position:** Butcher 57.374s (102.93mph). **Winner's average speed:** 96.64mph. **Fastest lap:** Ingram 57.783s (102.20mph). **Lap leaders:** Butcher 1-24.

Round 26: 25 laps Track: dry

	DRIVER	TIME
1	Hill (2)	27m09.022s
2	Butcher (1)	+2.092s
3	Shedden (4)	+2.452s
4	Sutton (6)	+2.886s
5	Ingram (5)	+3.078s
6	Morgan (3)	+3.412s
7	Cammish (7)	+4.189s
8	Cook	+4.868s
9	Thompson	+5.897s
10	Taylor-Smith	+6.888s

11 Jackson +8.118s; 12 Chilton (10) +8.449s; 13 Turkington +8.603s; 14 Jelley (9) +8.925s; 15 Lloyd +9.000s; 16 Moffat +11.812s; 17 Plato +12.980s; 18 Rowbottom +13.659s; 19 Crees +13.865s; 20 Gamble +14.230s; 21 Hand +15.269s; 22 Butel +15.489s; 23 Osborne +16.543s; 24 Edwards +19.145s; 25 Powell +20.728s; 26 Parfitt +22.168s; R Collard (8) 16 laps/fractured fuelline-fire; R Hamilton 12 laps/damage; R Patterson 4 laps/spin. **Winner's average speed:** 90.63mph. **Fastest lap:** Ingram 57.695s (102.68mph). **Lap leaders:** Butcher 1-10; Hill 11-25.

Round 27: 24 laps Track: dry

	DRIVER	TIME
1	Ingram (5)	26m34.484s
2	Sutton (4)	+1.539s
3	Butcher (2)	+2.072s
4	Hill (1)	+2.579s
5	Cammish (7)	+4.724s
6	Cook (8)	+8.594s
7	Chilton	+8.924s
8	Shedden (3)	+9.680s
9	Jackson	+13.997s
10	Taylor-Smith (10)	+14.458s

11 Lloyd +14.467s; 12 Turkington +14.881s; 13 Jelley +15.002s; 14 Thompson (9) +15.385s; 15 Plato +15.827s; 16 Gamble +15.950s; 17 Patterson +16.553s; 18 Rowbottom +16.965s; 19 Butel +17.083s; 20 Crees +17.354s; 21 Osborne +17.527s; 22 Parfitt +21.079s; 23 Edwards -1 lap; R Powell 21 laps/damage; R Hamilton 9 laps/suspension; R Morgan (6) 5 laps/accident damage; R Collard 4 laps/accident; R Hand 4 laps/accident; R Moffat 4 laps/driveshaft. **Winner's average speed:** 88.89mph. **Fastest lap:** Hill 57.582s (102.56mph). **Lap leaders:** Ingram 1-24.

Laps with hybrid: (1) = 7; (2) = 9; (3) = 11; (4) = 14; (5) = 15; (6) = 17; (7) = 18; (8) = 19; (9) = 20; (10) = 21; all others have 22 laps of usage

Drivers standings

POS	DRIVER	POINTS
1	Ash Sutton	345
2	Jake Hill	340
3	Tom Ingram	338
4	Colin Turkington	318
5	Rory Butcher	273
6	Josh Cook	264
7	Gordon Shedden	245
8	Dan Cammish	184
9	Adam Morgan	173
10	Stephen Jelley	167

11 Dan Lloyd 162; 12 Dan Rowbottom 144; 13 George Gamble 100; 14 Bobby Thompson 83; 15 Tom Chilton 81; 16 Jason Plato 77; 17 Ricky Collard 74; 18 Aiden Moffat 58; 19 Ash Hand 54; 20 Michael Crees 50; 21 Aron Taylor-Smith 38; 22 Ollie Jackson 33; 23 Dexter Patterson 3; 24 James Cornall 2; 25 Sam Osborne 1; 26 Jack Butel 1; 27 Jade Edwards 1.

Independents Trophy

POS	DRIVER	POINTS
1	Josh Cook	452
2	Adam Morgan	360
3	Bobby Thompson	322
4	George Gamble	290
5	Jason Plato	273
6	Aron Taylor-Smith	256
7	Aiden Moffat	246
8	Michael Crees	238
9	Ash Hand	217
10	Jade Edwards	162

11 Dexter Patterson 153; 12 Nic Hamilton 112; 13 Rick Parfitt 103; 14 Will Powell 76; 15 Tom Oliphant 23.

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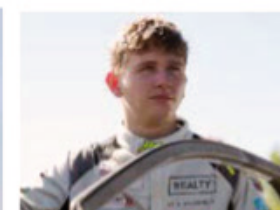


Alister McRae's son looks to gain more knowledge on the global stage

McRAE JR EYES A STEP INTO THE WORLD RALLY CHAMPIONSHIP



McRae Jr tackled the Nicky Grist Stages earlier in 2022



Max McRae has ambitions on the big stage
By Matt James

Max McRae is targeting a move into the Junior World Rally Championship next season after a recent fact-finding visit to the Acropolis Rally. McRae, the son of Alister McRae and nephew of the late Colin, travelled with his grandfather Jimmy to Greece to test an M-Sport Poland-run Ford Fiesta Rally 3 car and stopped in at the WRC service park. He now has his eyes set on a switch to the global series after cutting his teeth in his Australian homeland. The 18-year-old said: "Junior WRC, especially with the rallies they've got and the mileage I'd get, it's just very good experience, with different types of stages. It's just cool how you can go on ice and snow and Tarmac and also a bit of gravel, it's got everything for the experience. "We really want to do it and the team also want to see me there but it's all about budget, it always comes down to that. We're working as hard as we can to get that deal done." Full story, page 9

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REPORT

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WALK DOWN
MEMORY LANE**
All the action from the
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FEATURE

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SPORTING SCENE

Photos: Paul and Ben Lawrence

BRITISH HILLCLIMB CHAMPIONSHIP: LOTON PARK BY PAUL LAWRENCE **SEPTEMBER 24-25**

MENZIES DELIVERS THE TITLE AT LOTON PARK



Menzies lifted a third British championship



Alex Summers (l) and Wallace Menzies

The season-long contest between Wallace Menzies and Alex Summers for the British Hillclimb Championship was finally resolved in favour of Menzies on the last day of the season at Loton Park.

Menzies was able to complete a hat-trick of British titles in the first of the day’s two runoffs when Summers mounted a bold bid to try and take the win and hill record that he really needed. Unfortunately, the DJ Firestorm snapped into a slow-speed spin at Museum corner and it was all over.

As has been the case across a fantastic season of competition against the clock, the final weekend delivered drama, excitement, fierce competition and tremendous camaraderie in equal amounts. Heading to Loton Park, Menzies had a slight but important advantage and Summers knew that he had to finish ahead of his rival in both runoffs and hopefully have someone else between them taking points away from Menzies to make it possible to take the crown.

Menzies was very quick right from the first run of practice on Saturday morning, while Summers gradually worked away at getting the car ready for Sunday’s all-important competition.

In the first runoff, Summers set about the hill with fierce determination and was clearly heading for a stupendous run, given the split times on the way up. Sadly, at the final corner, the Firestorm just snapped into a harmless spin and his run was over, along with his remaining title hopes. Summers knew it was a case of all or nothing. He said: “There was no point finishing second. I just had to give it everything. But the tail went round, and that was it.”

Menzies then made certain of his title by winning the first runoff with a 42.19-second climb, which left him just under half a second clear of Scott Moran with Trevor Willis and Dave Uren packing out the top four. Matthew Ryder failed to start after a small moment in the class runs but into fifth came leading 1600cc runner David Warburton with a mighty 44.47s

climb, on a day when he rewrote the 10-year old 1600cc hill record.

Menzies was genuinely disappointed for his rival. Menzies said: “Alex gave it everything and I’m absolutely gutted for him.”

For Menzies, it was a third title in a row to move him into some very exalted company in the ranks of British hillclimb history. “To win it for a third time is beyond my wildest dreams,” he said.

With the title settled, the pressure was off for the second and final runoff of the day but the competition was no less intense.

Moran dipped into the 42s bracket with a typically strong 42.83s and then Summers upped the ante with a 42.46s, after carefully going through the Firestorm after the earlier incident. Once again, Menzies was last to run in what was the very final climb of the 2022 BHC season.

For Menzies it was an uncharacteristically untidy run with a moment at Triangle and then an overshoot at Fallow

when the Gould just slid wide and ran two wheels onto the grass. Those dirty tyres stayed with Menzies until he arrived at the following right hander at Museum where the car snapped sideways. But his quick reflexes kicked in and Menzies nailed the throttle to fire away and over the finish line. Incredibly, the 42.41s run was still good enough to pip Summers by five hundredths of a second. Menzies knew he had been fortunate. “That last run was ragged, but it’s all about keeping your foot in and seeing what you can get.”

Moran again ran them close in third after another classy performance and Ryder wrapped up his hugely promising season by bouncing back into fourth with a 43.21s to head Willis and Uren. In the 1600cc ranks Warburton was edged back by the charging Paul Haines, who got his 1300cc turbo Gould up in 44.46s to finish seventh in the runoff. Others in smaller-engined cars to enjoy some well-earned time in the top 10 included Johnathen Varley, Eynon Price



Scott Moran took second in the opening runoff

and Olivia Cooper.

It was an action-packed conclusion to a glorious season of competition on the hills. Neither Menzies nor Summers deserved to be runner-up, but there could only be one champion and Summers was one of the very first to warmly congratulate his rival. As sporting contests go, they don’t get much better than this.

Results Round 28

1 Wallace Menzies (3300cc Gould-Cosworth GR59M) 42.19s; 2 Scott Moran (4000cc Gould-Judd GR59J) 42.67s; 3

Trevor Willis (3200cc OMS 28-RTE) 43.22s; 4 David Uren (3500cc Gould-NME GR55B) 43.80s; 5 David Warburton (1600cc Gould-Suzuki GR59) 44.47s; 6 Paul Haines (1300t Gould-Suzuki GR59) 44.68s; 7 Johnathen Varley (2000cc GWR-TKD V8 Predator) 45.01s; 8 Sean Gould (4000cc Gould-Judd GR59JB) 45.22s; 9 Eynon Price (1720cc Force-Hayabusa TA) 46.43s; 10 Olivia Cooper (1600cc Force-Hayabusa TA) 47.09s.

Round 29

1 Menzies 42.41s; 2 Alex Summers (2650cc DJ-Cosworth Firestorm) 42.46s; 3 Moran 42.83s; 4 Matthew Ryder (4000cc Gould-Judd GR59JB) 43.21s; 5 Willis 43.74s; 6 Uren 44.21s; 7 Haines 44.46s; 8 Gould 44.70s; 9 Warburton 45.05s; 10 Varley 45.22s. Final championship positions: 1 Menzies 234; 2 Summers 220; 3 Moran 212; 4 Willis 164; 5 Matthew Ryder 154; 6 Uren 134; etc.

TRADING PLACES



Whose car is it anyway? Summers in a new environment...

Championship battlers show their friendship with late car swap

The title was settled and the season was over, so it was time for a bit of fun. As the top 12 runoff drivers gathered in the top paddock of Loton Park, ready for the final run back down the hill to the main paddock, Summers and Menzies cooked up a plot.

With none of the teams, spectators or marshals aware, they swapped places and each

cruised down the hill in the car they’ve spent all season trying to beat. To comply with current safety rules, they even swapped crash helmets as they climbed aboard each other’s cars. The reception they got in the main paddock was priceless.

Of course, the two men of the season are different sizes and while Summers had room to

spare in the Gould GR59, the cockpit of the DJ Firestorm was a bit of a squeeze for Menzies.

Summers said: “I did suggest it as I’ve been trying to get a drive in the GR59 for years! We did all the right things with helmets and belts and it’s part of the hillclimbing spirit and it just shows the rapport amongst the competitors.”

Menzies continued the story:

“I was pretty much wedged in there and it’s a bit snug! It was Alex’s idea at the top of the hill and I thought it would be quite funny. We swapped helmets as well, so we had the right helmet for the car.”

It was a bit like Lewis Hamilton and Max Verstappen taking each other’s car for a victory lap at the end of the season. But maybe not...

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RACING REPORTS

Photos: Steve Jones

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SEPTEMBER 24

LINDSAY WINS CLASSIC GAME OF LUDO



Ludovic Lindsay starred in his Capri

Grandson Abecassis won the FiSCar race

Driving his ex-Stuart Graham Faberge Brut 33 Ford Capri with customary vim, Ludovic Lindsay's Vince Woodman Trophy victory was the highlight of Saturday's gloriously sunny 10th anniversary Castle Combe Autumn Classic.

Ten of the 12 subscribers started Automobiles Historiques' inaugural Group 1 Touring Car event, but after Jack Moody's Rover V8 fell from their midst the wonderfully clean fight between Graham 'Skid' Scarborough, Lindsay and Neil Merry in Capris enthralled the audience until Scarborough's, then second, lost drive on the penultimate lap.

Flavien and Vanessa Marcais' sister GTSCC promotion, established in 2007, had Chris Chiles Jr and father Chris rumble their CRC-run AC Cobra to the chequered flag at record pace, repeating May's Oulton Park success. After 90 minutes of Dunlop tyre-squealing fun barely five seconds separated their closest rivals. A lap down, John Emberson's Morgan +4 SLR – piloted brilliantly by Billy and Jack Bellinger – pipped the gruff Austin-Healey 3000s of Jack and Bill Rawles and Mark Pangborn to second. Malcolm Paul/Rick Bourne (TVR Grantura) earned GT2 gold. A splendid 500cc F3 field

transported onlookers back to the circuit's infancy in the 1950s, when Stirling Moss, Ivor Bueb, Peter Collins and Jim Russell starred in the motorcycle-engined machines. Alex Wilson continued his dominance, sealing the 5000A championship by besting Simon Dedman's similar Cooper-Norton Mk10 and Andrew Turner, flying in father John's speedway JAP-engined Mk9. Jonathan Abecassis, whose grandfather George won the 1955 Redex Trophy sportscar race at Combe in an HWM-Jaguar, repeated his 2019 FiSCar win in his energetically conducted Austin-Healey 100M. With

Richard Wilson's Maserati 250S out early Rich Woolmer (Elva Courier) led to the stops, but dad Paul slipped to second in a team 1-2, clear of Robin Ellis and Andrew Mitchell/Richard Fores in Lotus Elites. Poleman Tom "Historic FF2000" Smith (Jaguar E-type) led the Ecurie Classic Racing race until Tower on the final lap when, under intense pressure from Lee Atkins, he overcooked it and light contact ensued. With his bonnet tilted forwards awkwardly, the apologetic Smith limped home behind the TVR, clear of Jaguar saloon duellists Grant Williams and Tom Barclay. Fifty years and a day after

vintage Bentley ace David Llewellyn won the first race at Crystal Palace's final meeting, son Tim and grandson Oliver claimed HSCC Griffiths Haig Trophy honours in their 6.6-litre Allard-Cadillac J2. Oliver won the opener, pursued by Tony Bianchi's similarly underpinned Farrellac special built for Don and Stella Farrell, and Lola Mk1 battlers John Chisholm and Tim Reid. In the action replay, Tim Llewellyn resisted Bianchi and Chisholm's advances. After a restart for a medical emergency on campus James Owen (Elva Mk5) beat Tania Pilkington (Maserati 300S) and Reid to fourth.

RACE WINNERS

Group 1 Touring Cars
Ludovic Lindsay (Ford Capri 3.0S)

GT & Sports Car Cup
Chris Chiles/Chris Chiles Sr (AC Cobra)

500cc F3
Alex Wilson (Cooper-Norton Mk10)

FiSCar
Jonathan Abecassis (Austin-Healey 100M)

HSCC Griffiths Haig Trophy
Race 1: Oliver Llewellyn (Allard-Cadillac J2)
Race 2: Tim Llewellyn (Allard-Cadillac J2)

BRANDS HATCH: CTA BY BRIAN PHILLIPS

SEPTEMBER 25

BAILEY AND THACKERAY SHARE HONDA CIVIC CUP HONOURS



Bailey was in control throughout in the opening race

Morgan Bailey and Dan Thackeray each won a race for the Honda Civic Cup that formed a small part of a full day's entertainment on and off the track at Brands Hatch on Sunday, attracting a good crowd to the circuit's third Go Japan event. Most of the circuit activity was based around Time Attack sessions in three classes, from production-based to the most extreme results of teams' imagination, plus round seven of the Motorsport UK Drift Pro championship. A parade celebrated the 30th anniversary of Mitsubishi Evo and Subaru Impreza models, and off the track there were displays by

Japanese car clubs and trade stalls as well as Japanese food and drink to sample. Despite these distractions and a significant drop in entries since their previous visit to Kent in June, the short Civic races provided a full share of action. Four drivers – reigning champion Alistair Camp, Matt Luff, Dan Thackeray and Morgan Bailey – head the points table and will settle their squabble at the season's finale at Snetterton next month. With dropped scores to be considered there is still plenty at stake. The same quartet dominated the results in both races on this occasion.

Bailey was a lights-to-flag winner of race one with Luff, Thackeray and Camp giving chase. Things might have been different if Jack Harding hadn't suffered a dusty trip through the Paddock gravel trap while challenging for second. Some forceful moves helped Harding recover to fifth, but he ran out of time and fell short of threatening Camp in fourth place. Race two had a part-reversed grid and started badly with several cars getting together at Clearways. This prompted an immediate safety car intervention to recover Jeff Alden's stranded car, leaving only about four minutes to go when the caution period ended.

RACE WINNERS

Honda Civic Cup
Race 1: Morgan Bailey;
Race 2: Dan Thackeray

William Redford was in front at the time from a strong second-row start, but yielded to pressure from Thackeray and hit the tyre wall at Paddock in a cloud of dust soon afterwards. In a final shuffle, Camp snatched third from Luff before the chequered flag, leaving him just behind second man Bailey. In a depleted production class, Alfie Jeakins twice beat team-mate Loui Hounsell to strengthen his grip on that part of the championship.

RACING REPORTS

Photos: Richard Styles

SNETTERTON: MGCC BY GRAHAM KEILLOH SEPTEMBER 24



Eales looks to have retained Metro crown



Bromley and Dalgarno had an astonishing title scrap

MGCC CHAMPS CROWNED IN DAY OF DRAMA

Champions were crowned amid extreme drama in MG Car Club’s season-concluding Snetterton round held in ever-changing conditions.

The MG Metro Cup resolved its title fight with a bumper grid marking the championship’s 30th anniversary. It looked like the year-long championship scrap could be tilted to Mike Williams at the last, as Mark Eales’ Metro was disqualified from Norfolk’s race one for being underweight. However the title just as sensationally swung back in the final race as Williams retired from the lead, when gearbox oil

leaked onto his exhaust. He could have continued but was concerned his oil would make the track treacherous for others. Eales climbed to third-place points scorer, which by common calculation was enough for him to retain his crown.

Eales told Motorsport News: “It was a roller-coaster day. I weighed the car before qualifying; weighed it again after race one and it was underweight, don’t know how.

“With Mike not finishing [race two] I just had to drive the wheels off the car, and hopefully [I’ve] just done enough.”

MG Trophy’s title conclusion

was if anything even more dramatic, as championship-protagonist Class B pair Joe Dalgarno and Josh Bromley at the last drag raced for the finish line and the title; Dalgarno pipped his foe by just 0.058 seconds to take the crown. However the pair had made contact at the Murrays final turn; the meeting’s clerk ruled it a racing incident but Bromley has spoken of protesting it.

There were close MG Trophy races at the front too, as Jason Burgess twice held off Adam Jackson to win.

The Midget & Sprite Challenge also had a special meeting as its

first race was for the Ted Reeve Memorial Trophy, remembering the Midget racing stalwart. And it was the returning newly crowned Cockshoot Cup champion David Morrison who took it, running away after a gamble on wet tyres paid off.

Another returnee Martin Morris won the second race as this time Morrison chose wrong with wet rubber while Morris’s slicks choice was correct, unlike in race one, and he cruised to victory. Poignantly he was in Ted Reeve’s old car, and was a late substitute for multiple-champion Paul Sibley. Pippa Cow meanwhile retained her title.

Richard Buckley wrapped up the MG Cup championship too, despite two tricky races in the damp conditions. Both races were dominated by Jack Chapman in his recently improved MG ZR 170, and amazingly these were his first-ever race wins.

Ian Sumner won both Morgan Challenge races despite being unhappy with his gearbox, which meant he chose to start race two from the pits. Andrew Thompson’s title shot meanwhile was thrown into uncertainty when he retired from that finale race when oil leaked onto his brakes.

RACE WINNERS

MG Metro Cup
Race 1: Mike Williams (Rover Metro); **Race 2:** Dan Balster (Rover Metro GTi)

MG Trophy
Races 1 & 2: Jason Burgess (MG ZR 190)

MG Midget & Sprite Challenge with MCAs & BCVs
Race 1: David Morrison (MG Midget); **Race 2:** Martin Morris (MG Midget)

MG Cup
Races 1 & 2: Jack Chapman (MG ZR 170)

Morgan Challenge
Races 1 & 2: Ian Sumner (Morgan)

Photos: Gary Craig

KIRKISTOWN: 500 MRCI BY RICHARD YOUNG SEPTEMBER 24

McCULLOUGH’S INTRA-FAMILY FIGHT FOR GLORY

While brothers Ivor and David McCullough both arrived at Kirkistown last weekend determined to add to their three previous Martin Donnelly Trophy victories apiece, qualifying for the Formula Ford 1600 event didn’t go well.

Instead pole went to another former winner, Noel Robinson, with Dave Parks next up.

The brothers have overcome poor starting positions before, and so it proved again, with their white Van Diemens rapidly getting to the head of the train, where they remained, with David in front of Ivor and Robinson, and Parks in their wheeltracks.

The battle at the front of the main race was a belter with McCulloughs swapping positions until Ivor outraked himself into the hairpin near the end which gave David his fourth triumph.

Earlier, Ivor had won the opening FF1600 encounter from David.

In the first Formula Vee race,

Anthony Cross (Sheane) continued his winning streak by just 0.005s from Jack Byrne (Sheane). Race two was held for the Emerson Fittipaldi Trophy provided more or less the same result, but this time Cross won by 0.56s.

Jim Larkham (Radical) continued his winning ways ahead of the similar car of nephew Steven in the first Roadsports race, with Niall Fitzsimmons (Prosport) in third. Steven took an unopposed win in race two, which was red flagged after Jim tangled with John Stewart’s Radical.

The Honda-powered NI Se7ens provided Graham Moore with back-to-back victories in his GMS. Paul Thompson’s Striker provided the opposition in race one, with Mark Francis’s Locost very close behind. In race two, Richard Francis (Locost) took the challenge to Moore.

Gerard O’Connell’s SHP Ford Escort romped away twice to claim GT honours. Peter Baxter’s Seat sealed his

Saloon title with a win in race one, while Peter Carvill’s Vauxhall Vectra took the honours race two.

The opening Ford Fiesta race was red flagged after three cars ended up in the gravel trap at the Hairpin. Two emerged to fight again but the third, championship leader Derek Graham’s car, was sidelined for the rest of the event.

At the restart however, it took just four laps before Mark Stewart found himself in the barrier at Fishermans after receiving the close attentions of Neville Anderson. Out came the red flags again, and this time officials decided that enough was enough and called a result. Subsequent discussions in park ferme led the removal of both Anderson and Stewart from the results.

For the record, Michael Graham was the winner from Conor Mulholland and Chris Doherty.

Later in the day Graham took victory again in the second race.



David McCullough won the Martin Donnelly Trophy



Anthony Cross was trophy winner in Formula Vee

RACE WINNERS

Formula Ford 1600
Race 1: Ivor McCullough (Van Diemen RF01); **Race 2 (for the Martin Donnelly Trophy):** David McCullough (Van Diemen RF91)

Formula Vee
Race 1: Anthony Cross (Sheane FV94); **Race 2 (for the Emerson Fittipaldi Trophy):** Anthony Cross (Sheane FV94)

Roadsports
Race 1: Jim Larkham (Radical PR06); **Race 2:** Steven Larkham (Radical PR06)

Global Lights
Race 1: Richard Finlay; **Race 2:**

NI Sevens
Races 1 & 2: Graham Moore (GMS Honda)

Libre Saloons
Race 1: Peter Baxter (Seat Leon); **Race 2:** Peter Carvill (Vauxhall Vectra)

Mazda MX-5
Race 1: Francis Allen; **Race 2:** David Cousins

Irish GT
Races 1 & 2: Gerard O’Connell (SHP Escort)

Fiesta Zetec
Races 1 & 2: Michael Graham

Mini Cooper
Races 1 & 2: Hugh McEvoy

RACING REPORTS

Photos: Steve Jones

DONINGTON PARK: BRSCC BY STEVE WHITFIELD

SEPTEMBER 24-25

BYSOUTH STORMS TO THE FRONT FOR MAZDA WINS



Bysouth charged to a trio of victories



Steve Foden was untouchable

Colin Bysouth bounced back from a difficult qualifying to score a hat-trick of wins and move to within a handful of points of the title lead during the penultimate round of the British Racing and Sports Car Club’s MX-5 Supercup Championship at Donington Park. His chief rival Will Blackwell-Chambers lined up on pole for the opening contest, as Bysouth was left with ground to make up in ninth. Richard Amos kept Blackwell-Chambers honest in the early stages, before the latter went off at Fogarty. Bysouth profited to move into third before passing Amos and Patrick Fletcher to take the honours, as Blackwell-Chambers recovered to fourth.

Bysouth climbed from sixth to second behind Blackwell-Chambers in the sequel, and a good exit from Old Hairpin enabled him to move ahead into McLeans and take his second triumph. James Cossins briefly led the final encounter ahead of Blackwell-Chambers and Bysouth before a sideways moment exiting Goddards allowed the two title contenders to move ahead. Bysouth repeated his race two pass into McLeans and then held off his rival again to seal the treble. Steve Foden was untouchable in the MX-5 Championship, with three dominant victories keeping the pressure on points-leader Fraser Fenwick. After winning the first two contests by comfortable margins, Foden was

pegged back in race three by a safety car period. Fenwick dived up the inside at Melbourne after the restart, but Foden responded to reclaim the lead into McLeans as Fenwick slipped back to fourth behind Tom Smith and Jason Greatrex. Kevin Mills Racing’s Jordan Dempsey sealed the National Formula Ford title despite a trouble-filled weekend at the season finale. Despite taking pole for race one, a collision with team-mate Michael Eastwell in qualifying put Dempsey on the back foot from the beginning, and an off at Old Hairpin followed by a collision at McLeans left the Irishman last of the finishers with a bent track rod. The 2018 champion Niall Murray took victory on his

FF1600 return for Team Dolan after resisting pressure from a trio of Ammonite Motorsport cars, headed by Colin Queen. As Dempsey put in a risk-free recovery drive from 19th on the grid to eighth in race two, Queen came out on top in a battle with team-mate Shawn Rashid and Murray to clinch his third win of the campaign. Andre Lafond led another Ammonite one-two in the final race ahead of Queen, as Dempsey cruised to seventh and a maiden crown. The penultimate round of the Fun Cup went the way of Team Viking, who snatched a dramatic late victory from Team Olympian, who then spun on the final lap, promoting Shire GB and points leaders CGI to second and third.

RACE WINNERS		
National Formula Ford Race 1: Niall Murray (Van Diemen BD22); Race 2: Colin Queen (Ray GR18); Race 3: Andre Lafond (Ray GR15)	Races 1, 2 & 3: Steve Foden Fun Cup Endurance Team Viking (Mark Holme/Teddy Wilson) Zeo Prototypes Races 1 & 2: Mike Jenvey (Jenvey Gunn TS6)	Northern/Super Classic Formula Ford Races 1 & 2: Callum Grant (Van Diemen RF91) Mazda MX-5 Clubman Race 1: John Pethick; Race 2: Chris Dawkins Clubsport Trophy David May/Mark Skeats (Ginetta G55)
Mazda MX-5 Supercup Races 1, 2 & 3: Colin Bysouth	British Superkart GP Liam Morley (Anderson CSK)	

Photos: Matt Bull

NATIONAL HOT RODS: ALDERSHOT BY GRAHAM BROWN

SEPTEMBER 25

BOWEN BAGS BRACE OF ALDERSHOT HOT ROD WINS

After knocking on the door of some decent results for a while now, Lance Bowen marked his return to National Hot Rod World Series racing with an emphatic heat and final double as the Nationals revisited Spedeworth’s spiritual home for the final time this year. Another driver with very few qualifying points under his belt prior to Sunday’s outing, Chris Lehec, made off with the other heat win. The opening race kicked off with young Ashley Shaw leading the way while there were some serious shenanigans at the other end of the field where Hayden Ballard, Carl Waller-Barrett and Billy Wood had a coming together with consequences. Wood’s borrowed Dave Drew car (Wood’s own got wrecked in Northern Ireland the previous weekend) was out with suspension damage, CW-B went spinning and Ballard got disqualified for causing it all. Back at the sharp end Shaw continued to lead until Andy Lane and Bowen managed to forge on through. Lane’s lead was to be short-lived though,

gearbox failure putting him out after another lap, gifting the lead and win to Bowen. As Shaw fell back a mighty scrap developed for the places. It was Mark Shelper who eventually claimed second ahead of Paul Wright who’d made notable progress throughout. Brett Collison set the early pace in heat two, enjoying a few laps out front before losing out to Lehec as he led a whole gang of others past the erstwhile leader. By mid-distance Lehec had Bowen and Shelper hounding him around with pretty much the entire field latching onto this battle as they neared the finish. One of them was Waller-Barrett, clearly looking for a decent result after his first-heat calamity. As so often seems to be the case, the CW-B Tigra came on with a bang in the closing stages. The reigning points champion took to the outside to spectacularly pass car after car and only just failed to snatch the win by a matter of inches from Lehec at the line. The rest of those at the front of the final grid did well to avoid a monster pile-up when Waller-Barrett broke something leaving the line and almost stopped in

midpack. Luckily everyone avoided him, as Bowen grabbed the lead with both hands and immediately began to draw clear of the field. Behind him, Shelper had installed himself firmly in second spot. It wasn’t long before he had Perry Cooke, Jason Kew, Wright and Chris Aldridge in line astern behind him. Despite a good deal of jockeying for position, ultimately none of them were able to break the stalemate while Bowen simply continued getting further and further up the road. The leader was more than half a lap to the good by flag fall with the others still in the order they’d adopted soon after the start. **Results**
Heat one: 1 Lance Bowen (Vauxhall Tigra); 2 Mark Shelper (Peugeot 206cc); 3 Paul Wright (Vauxhall Tigra); 4 Perry Cooke (Vauxhall Tigra); 5 Jason Kew (Ginetta G40R); 6 Aaron Dew (Ginetta G40R); 7 Chris Aldridge (Vauxhall Tigra); 8 Chris Lehec (Vauxhall Tigra). **Heat two:** 1 Lehec; 2 Carl Waller-Barrett (Vauxhall Tigra); 3 Bowen; 4 Shelper; 5 Kew; 6 Cooke; 7 Hayden Ballard (Vauxhall Tigra); 8 Dick Hillard (Vauxhall Tigra). **Final:** 1 Bowen; 2 Shelper; 3 Cooke; 4 Kew; 5 Wright; 6 Aldridge; 7 Lehec; 8 Dew; 9 Andy Lane (Ginetta G40R); 10 Billy Wood (Vauxhall Tigra). **Provisional points:** 1 Dew 186; 2 Cooke 179; 3 Aldridge 177; 4 Wright 158; 5 Chris Haird 157; 6 Kew 152.



Bowen finally came good with a heat win, followed by final glory

COLUMN

LEWIS APPIAGYEI



The kart record-breaker looking to follow in Lewis Hamilton's footsteps tells us about his step into car racing

Photos: Jakob Ebrey



Appiagyei is followed by BBC documentary crew



He wants more after Praga bow

From an early age I have always been interested in cars. My first racing game was when I was three years old, I loved playing on my dad's PSP, so that's where the passion started. And then when I turned seven I got a gift from my parents to try karting at Buckmore Park, where Lewis Hamilton and Jenson Button used to drive. Since then I've just been in love with the sport.

I won nine trophies in the first year of my Bambino career, and broke the Bambino Buckmore lap record which was a sign to me and my parents that I've got the skillset to actually take this seriously. Then we moved up into the Juniors at Buckmore Park and in 2013 I broke the lap record there as well: it remains as one of the oldest standing Buckmore records.

I met my Praga Cup driving partner Ruben Stanislaus on my first-ever Buckmore Park race. Ruben had started a bit earlier than me: I think I came ninth, and he came second so I thought I want to be doing what he's doing. We stayed in touch ever since.

I've been thinking about switching to car racing for quite a while. I started practicing specifically for cars around about 2016, 2017, and I did the Ginetta Junior Scholarship. It's been quite difficult because of Covid and just finding sponsorship in general but this has been the first proper year we've made our break into cars.

My first test in the Praga was at Motorsport Days Live last November. The Praga was visually stunning and that's when the dream started to want to race that car for the next season.

The Praga's a high-aero car and it's very difficult to drive but it's also very rewarding.

So this year we've been doing loads of different series such as Mazda MX-5s and Clio Cup to get the signatures to upgrade my licence. We did the advanced ARDS test as one of our signatures, we also did marshalling at Brands Hatch, that was really fun. We had to do it all within a year because we wanted to do one of the later Praga Cup rounds this year.

We made our Praga Cup race debut at Donington Park last month. It was my first experience at a proper race weekend – it was the truck racing meeting so there was a huge crowd – and it was a really good experience: dealing with Idola Motorsport and seeing what goes on behind the scenes.

Friday testing didn't go to plan: there were a lot of red flags and we were having problems with the car; Ruben and I only really got 10 laps' practice. But we just used our experience and instinct, and racing with all of the experienced

drivers and having that experience of racing in a car, and such a fast car at that, was really good.

We made great improvements across the weekend and that showed in our results: we qualified ninth for both races and finished sixth and fifth.

Ruben and I have also had a BBC documentary film crew following us this year. We were put in touch by Mark Harrison, managing director of Praga Cars UK. They've been filming everything we've been doing in racing, to follow our journey. Overall having the cameras around at the race meetings has been a good experience for us, just to get used to them, because obviously at the start it was quite a weird experience.

We really enjoyed our taste of the Praga at Donington so if we can secure the funding we'll try and do the last Praga Cup 2022 round in October which is also at Donington, and then we'd like to do a full season of Pragas. The skillset needed to drive the Praga you could transfer into anything: formulas, GTs or LMP1s.

Ruben wants to go down the GT route but I want to do formulas so hopefully after next year if we can do a full season in Praga we'll see if I can secure the funding and go into Formula 3. When I first started following motorsport Lewis Hamilton was the driver I supported and I've always been wanting to follow in his footsteps. So the dream has always been to race in Formula 1 and be a F1 World champion so naturally I want to do formulas. With driving a car such as the Praga I want to take that step up afterwards.



Appiagyei (I) recently got to meet his F1 hero

"Hopefully I can do a full season in Praga Cup then step to Formula 3"

WHAT'S ON

BOOK REVIEW

Raoul 'Sonny' Balcaen
By Raoul F Balcaen, III with
Jill Amadio and Pete Lyons

We often talk of the importance of having been there and done that. Raoul 'Sonny' Balcaen can certainly claim that.

The skilled craftsman cut his teeth in Los Angeles when

it boomed to become an American racing epicentre, and aged just 17 built and raced his own successful dragster.

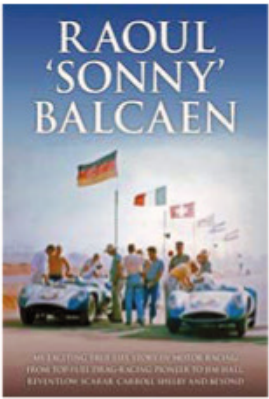
He then helped no less prestigious figures as Jim Hall and Carroll Shelby on their way, was in the room when Scarab's all-American Formula 1 engine

was first fired up, and rubbed shoulders with plenty of other noteworthy people.

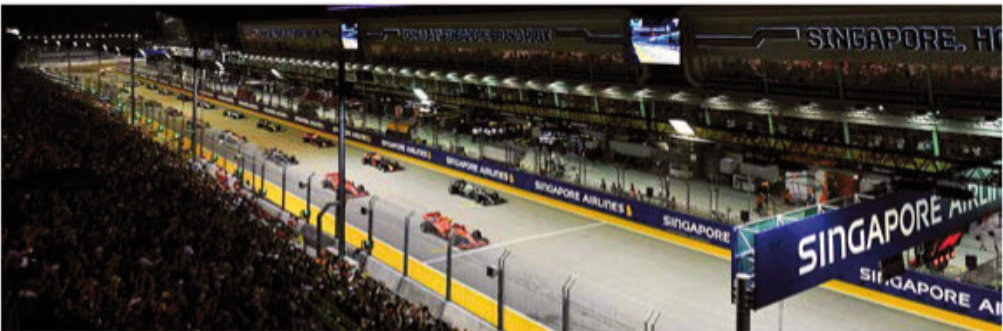
And his 320-page £30 autobiography published this month by Evro Publishing outlines his rich range of experiences with help from Jill Amadio and racing journalist Pete Lyons.

It takes us in detail from Balcaen's ancestry to the present day, while throughout Balcaen's passion and deftness is clear. It also doubles almost as an entrepreneurial manual and concludes with a summation of his values.

Graham Keilloh



TV GUIDE



Formula 1 will race under floodlights in Singapore this weekend

Formula 1 returns from its three-week break this weekend with Singapore's night race. Channel 4's qualifying highlights are on Saturday at 1915hrs-2045hrs and its race highlights are on Sunday at 1830hrs-2100hrs. The channel also has W Series action from Singapore on Sunday at 1645hrs-1715hrs. Sky Sports F1 meanwhile kicks off

its GP coverage today (Thursday) with the drivers' press conference live at 1200hrs-1300hrs. The F1 Show weekend preview is first on tomorrow at 1515hrs-1615hrs. Ted Kravitz's Notebook qualifying review is on Saturday at 1545hrs-1615hrs and the race version is on at 1600hrs-1630hrs on Sunday. As for this weekend's World Rally

Championship Rally New Zealand, given the time differences BT Sport's highlights are on earlier than usual. Friday's best is on BT Sport 2 that day at 1230hrs-1300hrs, Saturday's best is that day on BT Sport 4 at 1115hrs-1145hrs, while highlights of the final day are on BT Sport 3 on Sunday at 1330hrs-1400hrs.

LIVE TV

FORMULA 1 SINGAPORE
Practice 1: Friday, 1030hrs-1220hrs, Sky Sports F1; Sky Sports Main Event
Practice 2: Friday, 1345hrs-1515hrs, Sky Sports F1; Sky Sports Main Event
Practice 3: Saturday, 1045hrs-1210hrs, Sky Sports F1
Qualifying: Saturday, 1300hrs-1545hrs, Sky Sports F1; 1430hrs-1545hrs, Sky Sports Main Event
Race: Sunday, 1130hrs-1600hrs (start time 1300hrs), Sky Sports F1

W SERIES SINGAPORE
Qualifying: Saturday, 0935hrs-1020hrs, Sky Sports F1; 0935hrs-1030hrs, Sky Sports Mix
Race: Sunday, 0935hrs-1030hrs, Sky Sports F1; Sky Sports Mix; Sky Showcase

WORLD RALLY CHAMPIONSHIP RALLY NEW ZEALAND
SS1: Thursday, 0600hrs-0700hrs, BT Sport 1
SS11: Saturday, 0200hrs-0300hrs, BT Sport 2

NASCAR TALLADEGA
Race: Sunday, 1830hrs-2300hrs, Freesports

WHAT'S ON

RALLYING FRIDAY-SATURDAY
■ **Chris Kelly Memorial Rally (Isle of Man)**
Manx Autosport (spectators admitted) manxautosport.org

SUNDAY
■ **Patriot Stages (Caerwent)**
Forresters Car Club (no spectators) forresterscarclub.co.uk

RACING SATURDAY
■ **Castle Combe, Wilts**
CCRC meeting: FF1600, Monoposto, GT, Saloons, Hot Hatches, Mighty Minis, Silhouettes Starts racing from 1140rs (qualifying from 0830hrs) Admission adult £15, under 16 free Web castlecombecircuit.co.uk

SATURDAY-SUNDAY
■ **Snetterton 300, Norfolk**
750 Motor Club meeting: Clio Sport, BMW Car Club, 116 Trophy, F1000, Ma7da, Type R Trophy, Sports 1000, Bikesports, Hot Hatch, Armed Forces Starts Saturday, racing from 1135hrs (qualifying from 0900hrs) Sunday, racing from 1020hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

Details correct at time of going to press. Please check with organisers before travelling to events.

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Editor Matt James's dream: a Jagermeister TVR. By David Harbey



Chris Collier, from the Acropolis



Croft Nostalgia, by Michael Vickers

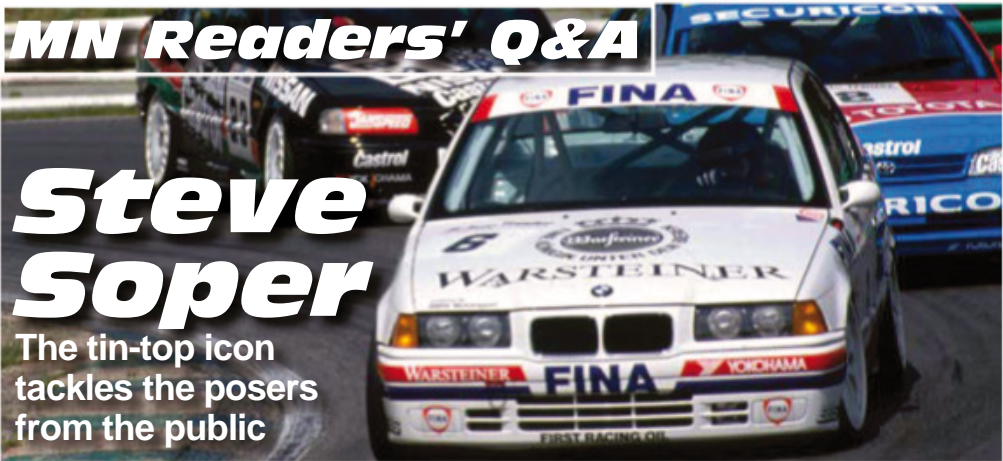


Mallory woe, from Peter Taylor



Richard Salisbury's rallying photo

NEXT EDITION



MN Readers' Q&A
Steve Soper
The tin-top icon tackles the posers from the public

OUT THURSDAY, OCTOBER 6



Can Rovvanpera wrap it up?
Will the young Finn reach his title dream in New Zealand?

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The Granary, Downs Court, Yalding Hill, Yalding, Maidstone Kent ME18 6AL

EDITORIAL

Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Contributors

Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING

Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION

Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT

Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
Publisher: Gareth Beesley
Finance Director: Joyce Parker-Sarioglu
HR & Operations Manager: Charlotte Whittaker
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
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SUBSCRIPTIONS

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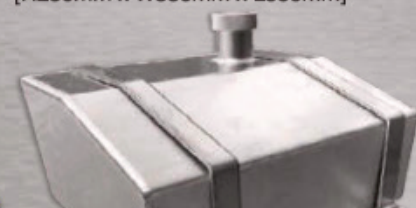
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Account Director

T: +44 (0) 1732 445 328

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Andy Welch

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